OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

Volume 1:

Text

Regional Municipality of Ottawa-Carleton
Adopted July 13, 1988

Approved — with Modifications, Referrals
to the Ontario Municipal Board, and Deferrals —
by the Minister of Municipal Affairs,
September 28, 1989

OFFICE CONSOLIDATION, SEPTEMBER 1990
(Including approved amendments)

91-01664/

OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CONSOLIDATION - SEPTEMBER 1990

This is a consolidation of the Regional Official Plan as adopted under By-law 214 of 1988 by Regional Council on 13 July, 1988, approved and modified by the Minister of Municipal Affairs on 28 September, 1989, and amended by amendments 1 and 5, approved by the Minister of Municipal Affairs.

This is a consolidation provided for convenience only. Reference should be made to the original certified documents which are on file in the Clerk's Office, Heritage Building, 111 Lisgar Street, Ottawa, Ontario, K2P 2L7.

For proper and easy referencing, notations have been provided wherever changes to the original text have been made. These notations appear in short form and refer to the amending and modifying documents listed below.

MODIFYING/AMENDING DOCUMENT	FORM USED IN NOTATIONS
Modifications made by the Minister of Municipal Affairs on 28 September 1989, concurrent with the approval of certain parts of the official plan.	[Ministerial Modification _, September 28, 1989]
	[OPA 1, June 13, 1990]

Approved Official Plan Amendments	By-Law No.	Date Approved by the Minister
Amendment 1	288 of 1988	13 June, 1990
Amendment 5	231 of 1989	8 March, 1990

In addition to the approved amendments listed above, the following amendments have been adopted by Regional Council and are pending approval. To have access to these amendments, contact the Public Participation Group, 2nd Floor North, 111 Lisgar Street, Ottawa, 560-2053.

Amendments Adopted & Pending Approval	By-Law No.	Date of Council Adoption
Amendment 2	198 of 1989	27 September 1989
Amendment 4	107 of 1990	9 May 1990
Amendment 6	108 of 1990	9 May 1990
Amendment 8	183 of 1990	8 August 1990
Amendment 9	134 of 1990	13 June 1990
Amendment 10	214 of 1990	24 September 1990
Amendment 11	159 of 1990	27 June 1990
Amendment 12	160 of 1990	27 June 1990
Amendment 13	161 of 1990	27 June 1990
Amendment 15	175 of 1990	11 July 1990

OFFICIAL PLAN
FOR THE
REGIONAL MUNICIPALITY OF
OTTAWA-CARLETON

This Official Plan for the Regional Municipality of Ottawa-Carleton which was adopted by the Council of the Corporation of the Regional Municipality of Ottawa-Carleton, is hereby modified in accordance with the provisions of Subsection 17(9) of the Planning Act, 1983, as follows:

1. Section 1.1, Division of Planning Responsibilities, page 1-2, is modified by deleting the second sentence in the fourth paragraph and replacing it with the following:

   "Among other things, this means that in exercising its planning authority, Council shall have regard to matters of provincial interest, including those for which policy statements have been issued under Subsection 3(1) of the Planning Act, 1983."

2. Section 1.7.2, Policies for Implementation, page 1-4, is modified by adding the following paragraph between the sixth and seventh paragraphs:

   "There are a number of authorities within the Region which are responsible for the delivery, regulation and maintenance of essential services, including electric power, gas and communication systems. These agencies should be included in the planning and development of the Region's growth in order to ensure that residents receive the benefits of the coordinated provision of all services."

3. Section 1.7.2, Policies for Implementation, page 1-5, is modified as follows:

   (a) by adding the following new policies as policies 5 and 6:

   "5. Council shall work with utility companies (eg. electricity, gas and communications) and area municipalities in establishing routes and sites for new facilities.

6. All existing utility facilities and all new utility facilities permitted under the Environmental Assessment Act shall be permitted in any land use designation. Utilities shall consult with the municipality and have regard for the established planning policies of the municipality."

(b) by renumbering existing policies 5 to 11 inclusive to 7 to 13.

4. Part 2: Regional Development Strategy, Section 2.2, Policies, is modified as follows:

(a) page 2-8, Policy 2 is modified by the deletion of the words "and Leitrim" in the first line.

(b) page 2-8, Policy 5 is modified by adding the words "and Leitrim" in the second line immediately after the word "Stittsville".

5. Part 2: Regional Development Strategy, Section 2.2, Policies, page 2-9, is modified by adding the following new clause immediately after Policy 10:

"11. Council shall not incur costs for the construction of watermains, sewers or roads relating to development in Richmond in excess of 1800 dwelling units."

6. Section 3.1.3.2, Primary Employment Centres, page 3-3, Policy 4 b) be deleted in its entirety and replaced with the following:

"b) direct access to a regional road or provincial highway which can accommodate the anticipated traffic,"

7. Section 3.1.3.3, Secondary Employment Centres, page 3-4, Policy 9 b) be deleted in its entirety and replaced with the following:

"b) direct access to a regional road or provincial highway which can accommodate the anticipated traffic,"

8. Section 3.1.3.4, Extensive Employment Areas, page 3-4, Policy 14 b) be deleted in its entirety and replaced with the following:

   "b) direct access to a regional road or provincial highway which can accommodate the anticipated traffic and particularly access to designated truck routes,"

9. Section 3.1.3.4, Extensive Employment Areas, page 3-4, Policy 15 is modified by deleting the phrase "policy 15" in the third line and replacing it with the phrase "policy 16".

10. Section 3.2.3.1, Regional Shopping Centres, Page 3-6, Policy 3 be amended by deleting the size in sq.m. figure of "70,000" for St. Laurent and replacing it with "77,000".

11. Section 3.4.3, Policies for General Urban Areas, is modified as follows:

    (a) Page 3-9, Policy 3 d) is modified by deleting the phrase "policy 15" and replacing it with "policy 16".

    (b) Page 3-10, Policy 5 c) is modified by deleting the phrase "policy 15" and replacing it with "policy 16".

12. Section 4.2.1, Policies Applying to All Development in the Rural Area, page 4-3, Policy 4, is modified with the deletion of the phrase "a regional road" and its replacement with the following: "provincial highway or regional roads".

13. Section 4.2.3, General Rural Areas, page 4-5, Policy 14, is modified with the addition of the phrase "including pits and quarries" immediately after the words "industrial uses" and before the word "which" in the third and fourth lines.

14. Section 5.1.3.1, Permitted Uses in Agricultural Resource Areas, page 5-2, Policy 1 d) be deleted in its entirety and replaced with the following"

"d) open space and open air recreational uses on land which has a capability rating for agriculture predominantly of class 5 or poorer as determined from soil maps of Ottawa-Carleton prepared by the Ontario Institute of Pedology, provided such uses do not adversely affect the natural characteristics of the environment and do not adversely affect adjacent agricultural operations."

15. Section 7.2.1, Policies for Flood Plains, be modified as follows:

(a) page 7-1, the sixth paragraph be deleted in its entirety and replaced with the following:

"Where the regulations are in effect, conservation authorities have power through the regulations to evaluate and regulate development. In this case, area municipalities have two options: either requiring a zoning by-law amendment, as if regulations were not in place; or alternatively, including provisions in their official plan and zoning by-law to permit the issuance of a building permit on land in designated portions of a flood plain, only when consultation with the conservation authority indicates that the issuance of a building permit will not contravene the provisions of the "fill, construction and alteration of waterways" regulations."

(b) page 7-2, Policy 1 be deleted in its entirety and replaced with the following:

"1. Council defines the flood plain as the area covered by water in the event of the 100 year flood. Flood plains which have been mapped are designated on Schedule G. In addition, the appropriate conservation authority, or the Ministry of Natural Resources where no conservation authority exists may further define the flood plain by the two-zone approach: the floodway being that area where development would not be permitted due to depths and velocities of flood waters; and the flood fringe being that area where depths and velocity of flood water may be safely overcome."

(c) page 7-2, Policy 3 is modified by deleting the word "plain" in the first line and replacing it with the word "hazards".

(d) Page 7-2, Policy 5 is modified with the addition of the following new subsection immediately after subsection c):

"d) the site is located in the flood fringe."

(e) Page 7-2, Policy 6 is modified with the deletion of subsection a) in its entirety and its replacement with the following:

"a) the zoning by-law passed by the area municipality has been prepared in consultation with the appropriate conservation authority and has given consideration to the necessity for the issuance of a permit under the "fill, construction and alteration of waterways" regulations prior to the issuance of a building permits; and "

16. Schedule A, Rural Policy Plan, is modified by redesignating to "Agricultural Resource Area" those lands in the Township of Goulbourn which are hatched in GREEN and labelled as #16.

17. Schedule A, Rural Policy Plan, is modified by redesignating to "General Rural Area" those lands in the Township of Osgoode which are outlined in GREEN and labelled as #17.

18. Schedule A, Rural Policy Plan, is modified by redesignating to "Urban Area" those lands in the City of Kanata which are hatched in GREEN and labelled as #18.

19. Schedule A, Rural Policy Plan, is modified by redesignating to "Urban Area" those lands in the City of Nepean which are hatched in GREEN and labelled as #19.

20. Schedule B, Urban Policy Plan, is modified by designating as "Extensive Employment Area" those lands in the City of Kanata which are outlined in GREEN and labelled as #20.

21. Schedule B, Urban Policy Plan, is modified by redesignating to "Extensive Employment Area" those lands in the City of Kanata which are hatched in GREEN and labelled as #21.

22. Schedule B, Urban Policy Plan, is modified by designating as "Extensive Employment Area" those lands in the City of Nepean which are hatched in GREEN and labelled as #22.

23. Schedule C1, Future Urban Regional Roads Plan, is modified with the addition of the following new note immediately after Note: (4):

> "(5) The proposed regional road labelled as "Inner Provincial Highway By-pass" is not under provincial jurisdiction at this time."

24. Schedule D1, Future Rural Regional Roads Plan, is modified with the addition of the following new note immediately after Note: (3):

> "(4) The conceptual road labelled as "Outer Provincial Highway By-pass" is not under provincial jurisdiction at this time."

25. Schedule H, Rural Servicing, is modified by designating to "Urban Area & Greenbelt" the lands hatched in GREEN and labelled as #25.

The Minister of Municipal Affairs approved the Official Plan for the Regional Municipality of Ottawa-Carleton on 28 September 1989 with 25 modifications, which have been incorporated into the text and schedules of this office consolidation, and 35 referrals and 8 deferrals which are listed below.

Referrals pursuant to Section 17(11) of the Planning Act:

1. Part 2: Regional Development Strategy, Sections 2.1.3, 2.1.4, and 2.1.6, insofar as each of these applies to those lands in the South Urban Centre as outlined in RED on Schedules A and B and labelled on these schedules as **#28a** and **#28b** respectively.

2. Part 2: Regional Development Strategy, Section 2.2 Policies, Policy 1 d), on Page 2-8, only insofar as it applies to those lands outlined in RED on Schedules A and B and labelled on these schedules as **#28a** and **#28b** respectively.

3. Part 2: Regional Development Strategy, Section 2.2 Policies, Policy 1 e), on page 2-8, only insofar as it applies to those lands outlined in RED and labelled as **#19a, 20, 21, 22, & 23** on Schedule A and labelled as **#19b** on Schedule B.

4. Part 2: Regional Development Strategy, Section 2.2 Policies, Policy 1 f), on page 2-8, only insofar as it applies to those lands outlined in RED and labelled as **#15, 16, 17, & 18a** on Schedule A.

5. Part 2: Regional Development Strategy, Section 2.2 Policies, Policy 3 on page 2-8 insofar as it applies to those lands outlined in RED on Schedules A and B and labelled on these schedules as **#28a** and **#28b** respectively.

6. Part 2: Regional Development Strategy, Section 2.2 Policies, Policy 5, on page 2-8, only insofar as it applies to those lands outlined in RED and labelled as **#15, 16, 17, 18a, 19a, 20, 21, 22, 23, and 28a** on Schedule A and labelled as **#18b**, **#19b**, and **#28b** on Schedule B.

7. Part 2: Regional Development Strategy, Section 2.2 Policies, Policy 9, on page 2-9, only insofar as it applies to those lands outlined in RED on Schedule A and labelled as **#18a** and outlined in RED on Schedule B and labelled as **#18b**.

8. Section 3.2.3.1, Regional Shopping Centres, Policy 3, on page 3-6, only insofar as it affects Carlingwood Shopping Centre.

9. Section 3.2.3.1, Regional Shopping Centres, Policy 2 b), on page 3-6, in its entirety.

10. Section 3.2.3.2, Community Shopping Centres, Policy 7, on page 3-6, in its entirety.

11. Section 5.1.3.2, Farm Severances in Agricultural Resources Areas, on pages 5-2 and 5-3, only insofar as it affects the City of Kanata.

12. Section 5.1.3.3, Areas of Poor Land in Agricultural Resources Areas, on pages 5-3 and 5-4, in its entirety.

13. Section 7.2.3, Policies for Noise, Policies 13 to 18 inclusive, on page 7-3, in their entirety.

14. All those lands in the City of Kanata designated "Agricultural Resource Areas" as cross-hatched in RED on Schedule A and labelled as **#14a**, **#14b**, and **#14c**.

15. The land use designation of those lands owned by Remer Holdings Ltd. in part of Lots 21 & 22, Concession 4, Rideau Front, City of Gloucester, as outlined in RED on Schedule A and labelled as **#15**.

16. The land use designation of those lands owned by Gib Patterson Enterprises Ltd. and Patterson Potato Farms Ltd. in part of Lot 22, Concession 4, Rideau Front, City of Gloucester, as outlined in RED on Schedule A and labelled as **#16**.

17. The land use designation of those lands owned by Tanglewood Ottawa Ltd. in part of Lot 22, Concession 5, Rideau Front, City of Gloucester, as outlined in RED on Schedule A and labelled as #17.

18. The land use designation of those lands owned by Arnell Goldberg and Jean-Paul Maheau in part of lots 17 & 18, Concession 5, Rideau Front, City of Gloucester, as outlined in RED on Schedule A and labelled as #18a.

19. The land use designation of those lands located in part of Lot 22, Concessions 9, 10 & 11, Township of Goulbourn, as outlined in RED on Schedules A and B and labelled on these schedules as #19a and #19b respectively.

20. The land use designation of those lands owned by W. Davidson in part of Lot 25, Concession 9, Township of Goulbourn, as outlined in RED on Schedule A and labelled as #20.

21. The land use designation of those lands owned by Kenneth Gibson in part of Lot 25, Concession 10, Tonwship of Goulbourn, as outlined in RED on Schedule A and labelled as #21.

22. The land use designation of those lands owned by Ian MacDonald in part of Lot 25, Concession 10, Township of Goulbourn, as outlined in RED on Schedule A and labelled as #22.

23. The land use designation of those lands owned by Tridel Corporation in part of Lot 28, Concession 11, Township of Goulbourn, as cross-hatched in RED on Schedule A and labelled as #23.

24. The land use designation of those lands owned by Tridel Corporation in part of Lots 29 & 30, Concession 11, formerly Township of Goulbourn, City of Kanata, as coloured in BROWN on Schedule A and labelled as #24.

25. The land use designation of those lands owned by Hong Kuai Lee and Po-Jen Lee in part of Lot 4, Concession 1, formerly Township of North Gower, Township of Rideau, as outlined in RED on Schedule A and labelled as #25.

26. The land use designation of those lands owned by Set Construction Ltd. in part of Part 20, Concession 5, Rideau Front, City of Nepean, as outlined in RED on Schedule A and labelled as **#26**.

27. The land use designation of those lands owned by Gloucester Equestrian Centre Ltd. in part of Lot 16, Concession 3, Rideau Front, in the City of Gloucester as outlined in RED on Schedule B and labelled as **#27**.

28. The land use designation of those lands located on the south side of the Jock River in the City of Nepean as outlined in RED on Schedules A and B and labelled on each schedule as **#28a** and **#28b** respectively.

29. Those parts of Schedule B only insofar as it does not include those lands outlined in RED on Schedule A and labelled as **#14**, **#15**, **#16**, **#17**, **#18a**, **#20**, **#21**, **#22**, **#23** and **#24**.

30. That part of Schedule C1, Future Urban Regional Roads Plan, as outlined in RED and labelled as **#30**.

31. Those parts of Schedule C1, Future Urban Regional Roads Plan, as outlined in RED and labelled as **#31**.

32. That part of Schedule C2, Urban Regional Roads Rights-of-Way Protection Policy Plan, as outlined in RED and labelled as **#32**.

33. Those parts of Schedule C2, Urban Regional Roads Rights-of-Way Protection Policy Plan, as outlined in RED and labelled as **#33**.

34. Section 4.2.3, General Rural Areas, Policy 17, on page 4-5, only insofar as it affects those lands owned by Bell Construction Company Limited in part of Lot 23, Concession 9, Township of Goulbourn, as outlined in RED on Schedule A and labelled as **#34**.

35. That part of Schedule G, Environmental Constraints, identified as "Aircraft Noise Zones" and labelled as **#35**, in its entirety.

Deferrals pursuant to Section 17(10) of the Planning Act:

1. The land use designation of those lands hatched in BLUE and identified as #1 on Schedule B. (Arnon Development and Clyde/Merivale)

2. The land use designation of those lands as hatched in BLUE and labelled as #2 on Schedule B. (Pinecrest Shopping Centre)

3. The land use designation of those lands hatched in BLUE and labelled as #3 on Schedule B. (Billings Bridge Shopping Centre)

4. The land use designation of those lands hatched in BLUE and labelled as #4 on Schedule B. (Lithwick Family Holdings)

5. The land use designations of all the lands within the Orleans Urban Area as outlined in BLUE on Schedules A and B and labelled as #5 on both of these schedules and all those policies in the Plan applying to these lands.

6. The land use designations of those lands hatched in BLUE on Schedule A and labelled as #6 and all those policies in the Plan applying to these lands.

7. That part of Schedule C2, Urban Regional Roads Rights-of-Way Protection Policy Plan, as outlined in BLUE and labelled as #7.

8. That part of Schedule E, Transitway Route, as outlined in BLUE and labelled as #8.

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OFFICIAL PLAN FOR THE
REGIONAL MUNICIPALITY OF
OTTAWA-CARLETON

I hereby approve, in accordance with Section 17(10) of the Planning Act, 1983, a further portion of the Official Plan for the Regional Municipality of Ottawa-Carleton, which has been adopted by the Council of the Corporation of the Regional Municipality of Ottawa-Carleton, being that part of Schedule E, Transitway Route, as outline in BLUE and labelled as #8.

This further portion of the Official Plan is hereby approved pursuant to Section 17(10) of the Planning Act, 1983.

Date: December 19, 1989

Sweeney
John Sweeney
Minister of Municipal Affairs

THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
BY-LAW NO. 214 OF 1988.

PLANNING: (P.1.3.1) BEING a by-law to adopt the 1988 Regional Official Plan

WHEREAS the Regional Municipality of Ottawa-Carleton adopted its Official Plan in 1974 which Official Plan was approved by the Ontario Municipal Board in 1978; and

WHEREAS pursuant to the provisions of the *Planning Act, 1983*, Council has undertaken a review of its Official Plan and has had prepared a new Official Plan to replace the existing Official Plan; and

WHEREAS the Council of the Regional Municipality of Ottawa-Carleton deems it advisable to adopt the new Official Plan as the Official Plan of the Regional Municipality of Ottawa-Carleton;

NOW THEREFORE, the Council of the Regional Municipality of Ottawa-Carleton, pursuant to the provisions of the *Planning Act, 1983*, ENACTS AS FOLLOWS:

1. The 1988 Official Plan is hereby adopted as the Official Plan for the Regional Municipality of Ottawa-Carleton being the text and schedules approved by Regional Council on the 13th day of July, 1988.

2. That By-law 184 of 1974 adopting the existing Official Plan passed on the 9th day of October, 1974 and approved by the Ontario Municipal Board in 1978 is hereby repealed.

3. This By-law shall come into force and take effect upon the approval thereof by the Minister of Municipal Affairs.

Passed and enacted at open Council this 13th day of July, 1988.

REGIONAL CLERK

REGIONAL CHAIRMAN.

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PART 1: INTRODUCTION

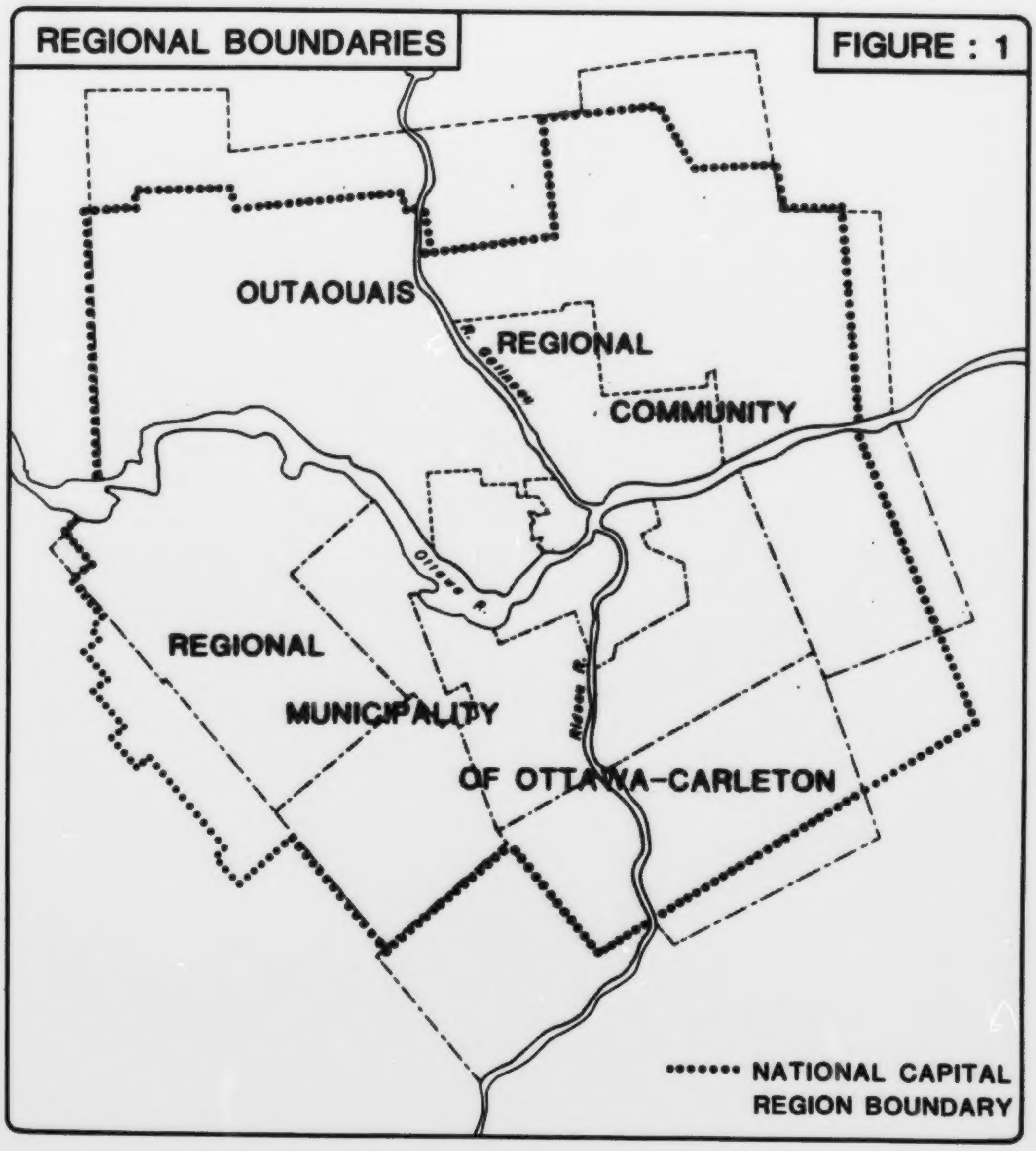
1.0 POLITICAL AND GEOGRAPHIC CONTEXT

The Regional Municipality of Ottawa-Carleton (the Region[1]) was created in 1968. The area municipalities of the Region are the Cities of Ottawa, Gloucester, Kanata, Nepean and Vanier, the Townships of Cumberland, Goulbourn, Osgoode, Rideau, and West Carleton, and the Village of Rockcliffe Park.

Ottawa-Carleton[2] covers a land area of 276,000 hectares in Eastern Ontario south of the Ottawa River. The Outaouais Regional Community (the Outaouais Region) lies across the Ottawa River in Western Quebec. Large parts of both regional municipalities as well as smaller portions of adjacent municipalities are included in the National Capital Region (the Capital) as shown in Figure 1.

REGIONAL BOUNDARIES

FIGURE : 1



1.1 DIVISION OF PLANNING RESPONSIBILITIES

This Plan applies to the whole of Ottawa-Carleton. It contains Regional Council's (Council's) objectives and policies for the physical development of Ottawa-Carleton, policies which are intended to direct development in a way which has regard for social, economic and environmental matters.

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[1] In this Plan, 'Region' means the Corporation of the Regional Municipality of Ottawa-Carleton.

[2] In this Plan, 'Ottawa-Carleton' means the land area over which the Region has jurisdiction.

The *Regional Municipality of Ottawa-Carleton Act* requires Council to maintain in force an official plan for Ottawa-Carleton.

Many of the policies of this Plan can best be realized if complemented by local official plans, adopted by each area municipality, which direct development in accordance with both regional and local objectives. The more detailed policies of these local official plans and of zoning by-laws are required by Section 27 of the *Planning Act, 1983* to conform to this Plan.

In addition, the plans and policies of federal government agencies influence development in the Capital. The federal government is a major landowner and the largest single employer in Ottawa-Carleton. The National Capital Commission is the federal agency charged with planning the federal interests in the Capital. The federal government is not obliged to respect municipal official plans and zoning by-laws.

Like all other municipalities in Ontario, the Region plans within the parameters established by the *Planning Act, 1983*. Among other things, this means that, in exercising its planning authority, Council shall have regard to matters of provincial interest, including those for which policy statements have been issued under Subsection 3(1) of the *Planning Act, 1983*. [Ministerial Modification 1, September 28, 1989]

1.2 GOALS

Council has determined that this Plan shall respect the following goals:

1. **Provide for an amount and variety of housing and employment adequate to meet the requirements of the projected population with an effective and competitive market structure.**
2. **Protect inhabitants from exposure to adverse environmental influences.**
3. **Provide a land use and transportation system which emphasizes convenience of movement between destinations and affords good opportunity for the provision of a full range of utilities and community facilities.**
4. **Respect the capacity of the natural environment to assimilate the effect of human activities.**
5. **Protect important natural resources.**
6. **Protect important recreational, environmental and heritage resources.**
7. **Enhance the aesthetic quality of the built and natural environment.**
8. **Minimize the public cost of required services consistent with overall benefit.**
9. **Minimize dependence on non-renewable energy resources.**

And Council has determined that it shall:

10. **Conduct planning with an open process, producing policies which, to every degree possible, are fair in their distribution of benefits and adverse influences.**

1.3 GROWTH PROJECTIONS

Investigation of the prospects for growth in employment and population indicates that a population of 787,000 supported by 467,000 jobs could be reached within Ottawa-Carleton as early as the year 2011. [OPA 1, June 13, 1990]

Employment growth is expected to result mainly from expansion in the sectors of public administration, services, and trade, and to a lesser extent in manufacturing. The ratio of jobs to population will increase due to the population age structure and higher levels of participation by women in the labour force. This Plan provides for an increase of approximately 175,000 jobs over the 1981 level of 292,000. [OPA 1, June 13, 1990]

The population projection is based on age specific rates of fertility and mortality and an assumed level of net in-migration. The level of net in-migration assumed is dependent on the continued creation of jobs noted above. This projection contemplates an average annual compound rate of population growth equal to 1.6 percent during the 1980s, falling off to 1.2 percent in the 1990s and 0.8 percent in the first decade of the next century. This results in an increase of approximately 240,000 persons over the 1981 population of 547,000. [OPA 1, June 13, 1990]

As the rate of population growth tapers off, the rate of new household formation will also decline. However, for most age groups, the probability of an individual forming a separate household is expected to increase. The long-term trend to smaller households will continue (from 3.9 persons per household in 1961, to 3.4 in 1971, to 2.7 in 1981 and projected to be 2.3 by 2011). The projection calls for the addition of almost 140,000 new households by 2011, which is a 70 percent increase over the total number of households in 1981. [OPA 1, June 13, 1990]

After accounting for housing units to replace those which are demolished, and to provide adequate vacancy levels, it will be necessary to add approximately 155,000 dwelling units to the 1981 housing stock to meet forecast requirements. [OPA 1, June 13, 1990]

Of the total housing requirements, indications are that the demand for new units of various types will be in the following proportions: 43 percent single detached, 29 percent ground oriented multiples, and 28 percent apartments. The high demand for single detached units is a result of a population age structure which will be dominated by middle-aged adults. The types of housing units required have a major influence on the need for additional urban land.

In summary the following are adopted to illustrate the amount and character of growth which could materialize in Ottawa-Carleton:

	1971	1981	1991	2001	2011
Jobs	214,000	292,000	365,000	423,000	467,000
Population	472,000	547,000	643,000	725,000	787,000
Households	138,000	200,000	260,000	302,000	339,000
Urban Land*	12,900	16,600	20,700	23,700	26,100

*developed land, in hectares

1.4 TIME FRAMES OF THE PLAN

Policies in this Plan address various time frames. The designation of urban land is based on accommodating the households and jobs associated with a regional population of 787,000, which may occur by 2011. The designation of urban land includes a margin of surplus to provide for effective market operation and competition. The surplus is approximately an additional fifteen years of projected urban land requirements. Piped services are planned and built for a useful life of 50 years or more. Policies for the protection of natural resources and of the natural environment have an indefinite time frame, extending even further into the future. [OPA 1, June 13, 1990]

1.5 ORGANIZATION OF THE PLAN

Each section in Parts 3 to 11 of this Plan begins with a review of regional interests in the specific topic. Objectives arising from the goals and regional interests are then presented, followed by policies. The only exceptions to this format are Sections 5.2, 5.3, and 5.4 and Part 8, which were not amended by the Official Plan Review conducted during the mid-1980s.

The identification of regional interests flows from the fact that there is a two-tier planning system in the Region and thus it is necessary to state which issues are appropriately dealt with at the regional level.

Regional interests generally arise in three circumstances: 1) when an issue affects the Region's ability to fulfill its legislated responsibilities, 2) other responsibilities Council has accepted in practice, e.g. in the field of housing, 3) when an issue is communal, i.e. by its nature affects the well-being of the residents of more than one area municipality, such as the location of a regional shopping centre or hospital or protecting ground water from contamination or depletion. There are some matters which are of concern to all levels of government, such as the economic well-being and safety of residents.

1.6 INTERPRETATION

It is essential to state clearly what comprises this Plan and how this Plan's Schedules are to be interpreted.

With regard to proposed roads, proposed transitways, and bicycle corridors, their general location is shown on the Schedules. Minor changes to their alignments within the designated corridors may take place without amendment to this Plan. In determining whether an official plan amendment is required, Council will have regard to the extent of the change, the impact of the change, and whether or not the process established by the *Environmental Assessment Act* provides for public input and a hearing before the Environmental Assessment Board. It is Council's intention not to duplicate the approval process already established under the *Environmental Assessment Act*.

1. **This Plan is comprised of the whole of the text included in Parts 1 to 11 and Schedules A to H.**
2. **The boundaries of urban areas are as defined on Schedule A.**
3. **Policy areas are designated or shown by symbols on Schedules A and B. The boundaries between them are approximate and shall be considered as general, except where they coincide with major roads, railways, Ontario Hydro transmission lines, rivers, and other clearly recognizable physical features. Major roads are provincial highways and regional roads shown on the base map of Schedule A and the roads shown on the base map of Schedule B.**
4. **Proposed regional roads designated on Schedules C1 and D1, proposed transitways designated on Schedule E and major bicycle corridors on Schedule F are shown in**

approximate locations only. Minor changes to their alignments as a result of functional planning and detailed design may be made without amendment to this Plan.

1.7 IMPLEMENTATION

1.7.1 Objectives for Implementation

Regional planning policy may be implemented in a variety of ways. Some policies are implemented in part through official plans and zoning by-laws adopted or passed by area municipalities, which must conform to this Plan. Other policies may be implemented directly through the provision of public work which also must conform to this Plan. Policies are also implemented when Council approves or comments on plans of subdivision and condominium, severances and site plans. The more informal processes of consultation and coordination are also important to the implementation of the Plan.

The usefulness of this Plan would be diminished if it were not reviewed and amended as circumstances change. Any review process should involve community consultation so that this Plan reflects concerns and aspirations across Ottawa-Carleton. This is consistent with the goal introduced in Section 1.3 to "conduct planning with an open process, producing policies which to every degree possible are fair in their distribution of benefits and adverse influences".

In summary, Council's objectives are,

1. **To implement the policies of this Plan primarily through the provisions of the *Planning Act, 1983* and other pertinent legislation.**
2. **To enlist the cooperation of other agencies and levels of government in achievement of this Plan's goals, objectives and policies through processes of consultation and coordination.**
3. **To provide regional infrastructure in accordance with this Plan's policies and subject to financial capacity.**
4. **To keep this Plan up-to-date through a process of monitoring, review and amendment, supported by community consultation.**

1.7.2 Policies for Implementation

The legal effect of this Plan is established by the provisions of the *Planning Act, 1983*. Where a regional official plan is in effect, all public work and the official plans and zoning by-laws of area municipalities must conform to it. If any local official plan or zoning by-law is not amended as required within one year of the approval of a regional official plan, the council of the regional municipality may amend the plan or by-law as if it were the council of the area municipality and subject to the same requirements and procedures.

Regard must be had to an official plan when considering applications for plans of subdivision, plans of condominium and consents (to sever land).

Other provisions in the *Planning Act, 1983* permit a regional municipality to obtain road widenings when proposed developments abutting a regional road are subject to site plan control.

All these provisions of the *Planning Act, 1983* provide opportunities for implementation of the policies of this Plan, although in varying degrees. Soliciting the support of other public and private bodies is another way of implementing this Plan.

The provision of infrastructure (roads, water treatment and distribution, transitways, etc.) is one of the most effective ways to implement an official plan. Water and sewer services, for example, are prerequisites for urban development. Sometimes implementation involves land acquisition, for example in order to widen a road or to protect Natural Environment Areas, such as the Marlborough Forest in Township of Rideau.

Some of the infrastructure to be provided will be subject to the provisions of the *Environmental Assessment Act*. While the facilities may be designated or otherwise provided for in this Plan, the actual approval to construct the facility will be subject to the requirements of the *Environmental Assessment Act*.

There are a number of authorities within the Region which are responsible for the delivery, regulation and maintenance of essential services, including electric power, gas and communication systems. These agencies should be included in the planning and development of the Region's growth in order to ensure that residents receive the benefits of the coordinated provision of all services.[Ministerial Modification 2, September 28, 1989]

This Plan identifies a number of policy areas and establishes policies to guide development in each of them. Approval of more detailed plans or specific development proposals is conditional on conformity with these policies and on the availability of adequate services. Compatibility with existing and proposed uses is also a consideration, but this is a matter for determination by the area municipality.

Generally, designations and policies to explain Council's intent for the future development of land have been applied without regard to ownership. Municipal policies do not apply to the provincial and federal governments. Consequently a policy is included requesting these levels of government to inform and consult with Council when they propose to do something which does not conform to this Plan.

Public support of this Plan and its relevance as a guide to corporate decision-making may be lost, if it is not kept up-to-date. Policies are required to guide the processes of Plan amendment and review.

In summary:

1. **The policies of this Plan shall be implemented through the *Planning Act, 1983* and other pertinent legislation.**
2. **Council shall consult and coordinate with other levels of government and agencies in order to enlist their cooperation in implementing the provisions of this Plan.**
3. **Land may be acquired in order to implement any feature of this Plan.**
4. **In addition to any other specific requirements of this Plan, the detail of official plans adopted by area municipalities shall be sufficient to ensure the adequate implementation of local and regional policies and enable the preparation of development proposals and zoning by-laws for specific areas.**
5. **Council shall work with utility companies (eg. electricity, gas and communications) and area municipalities in establishing routes and sites for new facilities. [Ministerial Modification 3, September 28, 1989]**
6. **All existing utility facilities and all new utility facilities permitted under the Environmental Assessment Act shall be permitted in any land use designation. Utilities shall consult with the municipality and have regard for the established planning policies of the municipality.[Ministerial Modification 3, September 28, 1989]**
7. **Council recognizes that some zoning by-laws existing on the date of adoption of this Plan may require amendment as a result of the adoption of the Plan. However, it is not Council's intention to affect the status of development which exists on the date of the adoption of this Plan. Its objectives and policies are directed primarily to development which will follow its adoption. Accordingly, buildings or uses of land which exist on the date of the adoption of this Plan shall not be forced into a non-conforming situation merely by reason of a purported requirement to amend an existing zoning by-law to make it conform with this Plan. For example, a residential enclave which is zoned residential in an area designated Extensive Employment Area in this Plan should not have to be zoned industrial and thereby made non-conforming through a by-law purporting to bring by-laws into conformity with this Plan.**
8. **When considering local official plans, plans of subdivision, plans of condominium and zoning by-laws, Council shall require that it be demonstrated that:**
   a) **regional roads and access thereto,**
   b) **public transit services, if in the urban area,**
   c) **piped services and treatment facilities, if in the urban area or a Serviced Village,**

   are or will be adequate for the proposed use and density. If services under Regional jurisdiction are not or will not be adequate, proposals may be refused, modified or phased where Council has jurisdiction under the *Planning Act, 1983*. In other instances, Council will comment to the approving authority.
9. **Council requests the federal and provincial governments to consult with them whenever a use of land or public work is proposed which is not permitted by this Plan, in order that the proposal may be evaluated with regard to its effect on the achievement of the goals and objectives of this Plan and on the provision of regional services and facilities.**
10. **When considering amendments to this Plan, Council shall have regard, among other things, to the following criteria:**
    a) **the impact of the proposed change on achievement of regional goals, objectives and policies expressed in this Plan and on other regional policies,**
    b) **the need for the proposed change, and**
    c) **the effect of the proposed change on the need for regional services and facilities.**

    In addition, when considering amendments which affect the use of a specific site or sites, Council shall consider:

    d) **whether there is a need to add the site or sites to the lands already designated for the proposed use, and**
    e) **the physical suitability of the land for the proposed use.**

11. At regular intervals of not more than five years Council shall determine whether there is a need to revise this Plan, or parts thereof, to ensure that:

    a) the Plan's goals and objectives remain valid and realistic in light of prevailing circumstances; and

    b) the Plan's policies are adequate for the achievement of its goals and objectives.

12. In order to facilitate the review of this Plan, Council will monitor the achievement of its objectives and effectiveness of its policies.

13. A community consultation program shall be provided for all amendments to and reviews of the Plan. The consultation process will be designed to meet the needs of specific situations. The process shall include timely provision of adequate information, opportunities for discussions with staff, and opportunities to present views to Council through Planning Committee.

PART 2: REGIONAL DEVELOPMENT STRATEGY

2.0 INTRODUCTION

As defined by the *Planning Act, 1983* an official plan contains objectives and policies for the physical development of a municipality while having regard for relevant social, economic and environmental matters. Part 1 of this Plan establishes the prospects for future growth in Ottawa-Carleton and presents ten goals upon which this Plan is based. This part establishes the Region's overall intent towards development, in the context of the goals. While it is recognized that all goals may not be fully achieved, the regional development strategy attempts to maximize their achievement.

In summary the regional interest is in:

1. **Establishing objectives and policies for the physical development of Ottawa-Carleton which maximize the achievement of the goals.**

2.1 OBJECTIVES FOR THE REGIONAL DEVELOPMENT STRATEGY

Twelve objectives are identified for the regional development strategy, addressing the questions of a distinction between urban and rural areas, the amount of urban land, the number and location of urban areas, staging of urban areas, the structure of urban areas, servicing and transportation.

2.1.1 Urban/Rural Distinction

This Plan is based on two fundamental assumptions: first, that most residents expect ready access to basic services provided by the Region such as water, sewer, roads and public transit (infrastructure) and will choose to live in reasonable proximity to a wide range of employment opportunities and community facilities; second, that there are advantages to maintaining a rural area which is distinct from the urban area.

By clearly stating where urban development will be permitted the Region will be able to provide infrastructure and services more economically. The infrastructure will be sized for the planned development, and development will occur in such a way as to take full advantage of not only the regional infrastructure but also the facilities and services provided by area municipalities, local boards and other agencies. More economical services and facilities to a higher standard should result.

An important feature of this Plan is the distinction drawn between the urban area, i.e. those areas in which Council will concentrate its investment in water, sewer, road and public transit infrastructure, and the rural area, where infrastructure investment will be limited primarily to the provision of a major road network.

In 1961, the amount of developed land to which urban services were available approximated 8,500 hectares. By 1981, the extent of the developed area had very nearly doubled (to approximately 16,600 hectares). Although the rate of urbanization was quite rapid during these two decades, the developed area remained quite compact. In 1981, the developed urban area contained 90 percent of the regional population, 92 percent of all households and 97 percent of all jobs, while occupying just 6 percent of the total regional land area.

Another important reason to make a distinction between urban and rural areas is the desire to encourage development to locate away from natural resource areas, such as agriculture and mineral extraction lands, since these resources provide the basis of the rural economy. It is also important to prevent development from encroaching on features of the rural area which are valued for their environmental significance. Scattering of development throughout the rural area will not protect these areas. A high degree of protection can be achieved, however, if the majority of development occurs in well defined urban areas that are relatively limited in extent. Maintaining a distinct rural area also offers opportunities for living in a different residential environment.

In summary, Council's objectives are:

1. **To make a clear distinction between urban and rural areas.**
2. **To protect important natural resources.**

2.1.2 Amount of Urban Land

It is expected that the rate of growth in population and households will remain strong through the 1980s and then begin to slow through the 1990s. With this slowing rate of household growth will come a gradual reduction in the rate at which land is urbanized. However, the decline in the rate of urbanization will be moderated by a projected increase in the proportion of housing which is single detached. Single detached dwelling units consume substantial amounts of urban land. By 2011, the area of developed urban land could reach approximately 26,100 hectares [OPA 1, June 13, 1990].

This projection of land requirements assumes that nearly one new dwelling unit in five will be produced through infilling on small land parcels, the conversion of non-residential lands and buildings to residential use, or the redevelopment of residential land to higher densities. Even if this is achieved, based on the projection of housing demand which features a high proportion of single detached and other low density units, it is expected that nearly half of the dwelling units constructed in urban areas during the 1980s and 1990s will be constructed outside the greenbelt, where land for this type of development is more available.

In addition, land is included within the area designated for urban development to provide for an orderly and competitive land market. Since it is unlikely that a comprehensive review of this Plan will be initiated until the mid 1990s, and it could be as late as 2001 before a revised Plan receives Ministerial approval, the area designated for urban development is large enough to accommodate anticipated growth to 2011, including a surplus of approximately fifteen years additional land supply to encourage an efficient market. However, due to the relatively long time frame involved, the projected slowing of the growth rate, the uncertainties with respect to long term economic prospects, and the commitment to servicing implied by an urban designation, this Plan does not designate urban lands greatly in excess of needs. [OPA 1, June 13, 1990]

It is expected that a total urban designation of approximately 32,000 hectares will provide for projected requirements, within a suitable margin of surplus, to the year 2011. This estimate provides sufficient urban land to maintain the historical balance between urban and rural development, wherein approximately 90 percent of all regional residents choose to live in urban areas [OPA 1, June 13, 1990].

In summary, Council's objective is:

3. **To designate sufficient land in the urban area to meet projected requirements to 2001, including a surplus to ensure orderly market operation.**

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TO O.M.B.
#1

2.1.3 The Number And Location Of Urban Areas

Following the planning study of the National Capital Region by Jacques Greber in 1950, the federal government created the greenbelt which, in part, was intended to establish a physical limit to the expansion of the urban area south of the Ottawa River. At the time of its creation, in 1961, over half of the lands inside the inner limit of the greenbelt had been developed and by the early 1970s, three new urban centres had been established just beyond its outer limit, supported by separate water and sewer systems.

The effect of the Regional Official Plan adopted by Council in 1974 was to recognize these urban centres and propose their integration with the main urban area inside the greenbelt through extensions to the road system, the provision of public transit, and the connection of the three centres to the central water and sewage treatment systems. The 1974 Plan as amended designated three urban centres outside the greenbelt of approximately equal area, each capable of accommodating between 75,000 and 100,000 persons. That Plan acknowledged that it was not practical to extend full services to all centres simultaneously, and as a result established a staging policy. The urban area inside the greenbelt, Kanata in the west, Orleans in the east, and a small part of the urban centre to the south were Stage 1. A large portion of the designated area in the south urban centre was reserved for a later stage of development.

During the review of the Plan in the mid 1980s, the need for and best location of additional urban land were re-examined. The review concluded that the original concept of having three urban centres of approximately equal area outside the greenbelt was sound and that the extent of the urban area, as designated in the 1974 Plan, would provide sufficient lands to meet projected needs to at least 2001.

The choice of three equally sized centres of development outside the greenbelt, as opposed to fewer larger ones or more smaller ones, results from consideration of several factors.

By limiting the number of centres, larger populations can be achieved in each location more quickly, increasing the likelihood that each centre will develop with a reasonably wide range of housing types, employment opportunities, shopping areas, community facilities and services. Having these opportunities close at hand increases the degree of convenience to residents in each location, thereby reducing the need to travel and the transportation services that are required. With fewer centres, the number of corridors in which major elements of public infrastructure must be extended is limited and the commitment to public expenditure is reduced. Fewer urban centres may be more easily provided with a higher level of public transit service through extensions to the transitway and integration of the transitway service into the developing town centres. These considerations tend to favour having few, rather than many, urban centres.

Offsetting the above arguments are the benefits of distributing development in many locations around the periphery of the greenbelt. One benefit is to take best advantage of available capacity on major roads, thereby delaying expenditures on new facilities. The road net work has developed in a radial pattern. The advantage of distributing development to several centres is to provide a more even loading on each radial corridor. Also, by encouraging development to occur in several locations around the periphery of the greenbelt, it is possible to accommodate travel between some destinations on routes which by-pass the inner area thereby reducing the amount of congestion through the inner area. Theoretically, a second benefit of distributing smaller amounts of development to many centres is the possibility of using land with natural advantages for development and avoiding areas of natural

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resource potential or environmental significance. These considerations tend to favour having many, rather than few, urban centres.

Other considerations are the amount of projected development and the ability of the Region to finance the infrastructure required.

A re-examination of several development alternatives confirmed that maximum overall benefit is achieved if development is limited to the area inside the greenbelt and three approximately equally sized urban centres lying at its periphery. The Kanata and South Urban Centres should be planned on the basis of accommodating up to approximately 33,000 dwelling units (100,000 persons) at full development, while the East Urban Centre (Orleans) should be planned for a maximum of 40,000 dwelling units (120,000 persons), and each centre should be integrated with the main urban area inside the greenbelt through the extension of water and sewer services from the central systems and through the provision of major road facilities and public transit. [OPA 1, June 13, 1990]

By having just three centres, the benefits of distributing travel and achieving centres of a sufficient size to support a wide range of employment, shopping, services and community facilities can be realized. This also limits the number of corridors in which major services need to be extended. It does not, however, provide much opportunity to avoid encroaching on good agricultural soils which predominate in the lands immediately surrounding the greenbelt.

This Plan confirms the location and extent of the three urban centres, first established in the 1974 Plan, namely: an area of approximately 3,400 hectares located immediately west of the greenbelt in the City of Kanata; an area of approximately 4,700 hectares located immediately east of the greenbelt more-or-less centered on the boundary line between the City of Gloucester and the Township of Cumberland; and an area of approximately 3,400 hectares located adjacent to the Rideau River immediately south of the greenbelt shared between the Cities of Nepean and Gloucester [OPA 1, June 13, 1990].

The west and east development centres are generally referred to as the Kanata and Orleans urban centres respectively. The Nepean portion of the southern centre is generally referred to as Barrhaven, while the Gloucester portion was un-named at the time this Plan was adopted.

In summary, Council's objective is:

4. **To limit the number of urban centres to three, located west, east and south of the greenbelt.**

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2.1.4 Staging Of Urban Areas

The 1974 Plan divided the area for urban development into two stages. The first stage designation included all the lands inside the greenbelt, all the lands designated in Kanata and Orleans, plus a small portion of the south urban centre. The remainder of the south urban centre was placed in a second stage designation. Lands in the first stage designation were approved for immediate development, subject to the provision of trunk sewer and water services.

From the mid 1970s to the mid 1980s, residential development occurred unevenly with well over half of all units that were constructed on urban lands outside the greenbelt being located in Orleans, approximately one quarter in Kanata, and twenty percent in Barrhaven. By 1986, the vacant residential lands outside the greenbelt were also unevenly distributed with approximately 36 percent located in Orleans, 57 percent in Kanata and just 7 percent in Barrhaven.

As a result of an uneven distribution of development, by the mid 1980s traffic generated from the Orleans urban centre exceeded the road capacity in peak hours. Congestion also occurred but to a much lesser extent on the roads servicing Kanata. In contrast, considerable surplus capacity remained on major roads serving the Nepean portion of the south urban centre.

An expansion to the land supply in the south urban centre will provide a more even balance of development opportunities between the three urban centres. Providing more development potential in the south will help slow down the growing problem of traffic congestion on the major east-west roads.

The chief advantage of surplus road capacity pertains to development located in the Nepean portion of the south urban centre, rather than the Gloucester portion. Expansion outward from the Barrhaven community will also provide the opportunity to balance the residential development which is already there with some industrial development in order to provide local work opportunities.

In summary, Council's objective is:

5. **To adopt a staging policy for urban areas which balances the orderly and economical provision of infrastructure with the need for an adequate supply of urban land with trunk sewer and water services.**

2.1.5 The Structure Of Urban Areas

The internal structure of an urban area is determined by the relationship of land uses to each other and particularly to the transportation system. Apart from land which is not proposed to be developed (primarily the greenbelt discussed in Section 3.5 and land adjacent to the major rivers discussed in Part 8) the main regional concerns are the relationship between areas where people live and where they work, the density of development, the provision of a mix of housing types and the provision of services and facilities.

It is intended that the residents of urban centres enjoy all the expected benefits of living in an urban area. The benefits include convenient access to a range of employment opportunities and to shopping areas, community facilities and services, as well as a choice of housing types.

The location of jobs in relation to housing is important, since, to a very large extent, the need to accommodate the work trip dictates the overall requirements of the regional transportation system.

Although it is recognized that jobs will always outnumber dwelling units in the central area (as shown in Figure 2), away from the central area it is important that jobs are distributed approximately in proportion to labour force. This will potentially reduce the length of trips for those who choose to live close to their jobs. As a further measure, locating major concentrations of jobs in locations well served by public transit increases convenience for those without access to, or choosing not to operate, a private vehicle.

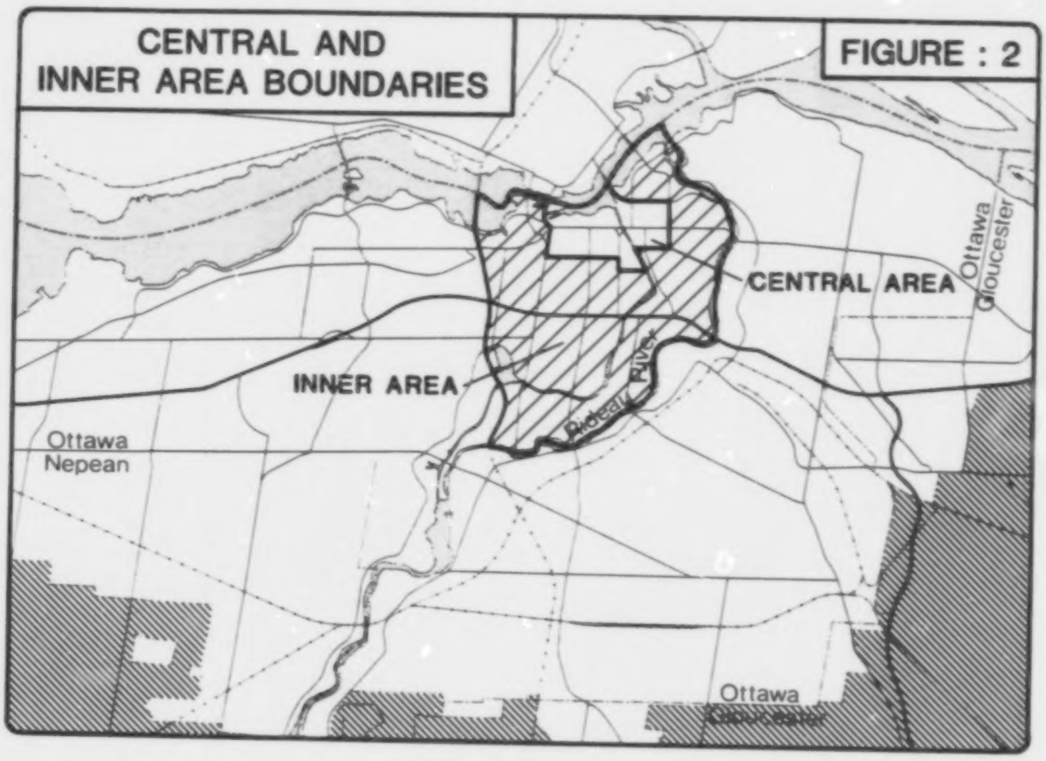
CENTRAL AND INNER AREA BOUNDARIES

FIGURE : 2

Recognizing that much of the land inside the greenbelt is either fully developed or committed to development, the main opportunities to influence the relationship between jobs, housing and the transportation system occur in three areas.

First, in the central and inner areas where redevelopment is taking place, it is desirable that the number of jobs does not exceed the capacity of the road and public transit facilities designated in this Plan. In 1986, indications were that a central area of approximately 100,000 jobs could be served by the existing transportation system and planned improvements to it, a level of employment which is not expected to be reached by 2001. In the inner area which surrounds the central area, it is desirable that emphasis be placed on population growth through further residential development so that more people can take advantage of the short trip to work offered by the concentrations of jobs in the inner and central areas.

Second, it is important that significant job concentrations develop at locations well served by transit, especially at certain stations along the rapid transit system. Concentrations of jobs at these locations will be accessible to transit riders. High transit ridership will in turn allow for high levels of public transit service throughout the urban area, and thereby result in greater convenience to more people.

Third, the urban centres outside the greenbelt should achieve a level of employment related to the number of people who live there. This will provide the opportunity for some people to live close to where they work and also the opportunity for others to commute against the main transportation flow. Therefore, opportunities for significant levels of employment are provided in each of these centres.

While development in certain locations such as in the urban centres and close to transitway stations brings certain benefits, it is recognized that such development must be supported by infrastructure with adequate capacity, or there will be adverse impacts as well. For example, traffic congestion will result if the development of jobs in a certain location exceeds the capacity of the road and transit systems.

Finally, the provision of infrastructure is the main tool available to the Region to influence how and when development takes place. It is unlikely that jobs will locate in the urban centres, for example, until water and sewer services are available to lands set aside for employment uses, and there is adequate transportation service.

In summary, Council's objectives are:

6. **To permit the development of urban areas, each of which provides a mix of housing types, a variety of jobs, and a full range of urban services and facilities.**
7. **To achieve a distribution of jobs in the urban area, other than those in the central area, approximately in proportion to the distribution of households.**
8. **To increase the proportion of all jobs located at transitway stations (including the central area).**
9. **To permit an amount of development which does not exceed the planned capacity of the transportation system and other regional services.**

2.1.6 Servicing Strategy

REFERRED TO O.M.B.
#1

The Region influences the location, timing, and scale of development by providing the infrastructure for which it is responsible. In the urban areas, municipal water and sewer services are prerequisites to development and their provision is often the catalyst that spurs development in particular locations.

Trunk sewer and water services are installed with sufficient capacity to meet demands perhaps 50 years into the future, since it is difficult and costly to add capacity in small increments to meet demand as it appears. In contrast, improvements to major roads and public transit service are usually made after development occurs, and in this instance it is often possible to make incremental improvements in response to demand as it evolves (e.g. adding a lane to a road).

Eventually, the entire urban area, as designated in this Plan, will be serviced from the central water and sewage treatment facilities, through the progressive extension of water and sewer trunks. It will not be possible, however, to extend trunk water and sewer service to all the lands designated Urban Area simultaneously. The cost of upgrading the Green Creek Pollution Control Centre and the Britannia and Lemieux water filtration plants will limit the funds available for service extensions.

Within the urban area, it is desirable that trunk sewer and water services be progressively extended such that the amount of serviced residential land on a regional basis approximates a ten-year supply. This objective is derived from an examination of the residential land supply in urban areas across Canada. On average, through the early 1980s, the serviced residential land supply in Canadian metropolitan areas averaged ten years of projected demand.

Servicing of industrial lands and sites for employment concentrations are also important considerations. The availability of trunk services with adequate capacities is a prerequisite for achieving the employment objectives of this Plan and the provision of these services is one tangible way in which Council can contribute to achieving these objectives.

It is not appropriate to include a detailed servicing sequence for the urban area in this Plan. Many circumstances may delay or advance the need for particular projects. These are details which are best examined and resolved each year when Council reviews its program of capital expenditures. However, as a general principle, Council is concerned that the provision of water and sewer services proceed in a logical fashion, making best use of available capacity throughout the service network, so as to provide for an adequate supply of serviced lands. As a matter of first priority, works will be undertaken to substantially complete the servicing to the Kanata and Orleans urban centres (excluding the East Urban Centre Expansion Area) in advance of providing trunk services to the south urban centre. [OPA 1, June 13, 1990]

The provision of services to the rural area may be required in certain circumstances where the safety of the population is jeopardized by faulty private waste disposal systems or the contamination of private wells. In such circumstances, municipal water or sewer services may be provided, either as extensions to the central systems or through the installation of communal systems. However, as a general principle, services will not be provided for the purpose of permitting additional development beyond the limits of the urban area. The servicing of rural development could detract from the servicing of designated urban areas by diverting available funds, delaying the time at which full development of the urban centres is reached, and thereby undermine the objectives of this Plan.

Servicing policies are found in Part 10 of this Plan.

In summary, Council's objectives are:

10. **To provide water and sewer services to urban areas which support and meet the needs of the desired development pattern.**

REFERRED TO O.M.B. #1

11. **To extend regional water mains and trunk sewers to the urban area so that a minimum of 10-years supply of residential land, calculated on a region-wide basis, with trunk services is maintained.**

2.1.7 Transportation Strategy

One of the most important regional responsibilities is to plan, construct and operate a comprehensive system of complementary major road and public transit facilities. Factors influencing the Region's transportation strategy include forecasts of the growth in travel based on the desired urban development pattern and goals related to safety, efficiency, energy conservation, and minimizing environmental damage.

Demographic and economic growth will increase the number of trips made daily by the residents of Ottawa-Carleton. Growth patterns in the Outaouais Region will also have an impact. It is expected that at a population in Ottawa-Carleton of 725,000 (about 2001) a total of about 2.6 million trips for all purposes will be made within the National Capital Region in a 24 hour period. This compares to about 1.8 million trips in 1981 and 1.2 million trips in 1971.

During the decade 1971 to 1981, trip making increased by 50 percent while households in Ottawa-Carleton grew by 45 percent. Population grew by only 16 percent, emphasizing the close relationship between household growth and increases in trip making. During the period of this Plan the rate of growth in trip making is expected to slow, as the rate of household growth slows.

As discussed earlier the relationship between the location of housing and the location of jobs has an important influence on the transportation system. Directing most of the new development to a few urban areas will improve accessibility to jobs, services and community facilities, and will limit expenditures on the transportation system.

A central theme of this development strategy is the encouragement of a significant number of new jobs to be located in the three urban centres outside the greenbelt, where about half of the new urban dwelling units are expected to be located. The need for additional transportation facilities will be reduced if residents of the urban centres also work there. A further benefit of this approach to job location is the potential for more efficient use of transportation facilities servicing these urban centres, as the result of work trip movements in the opposite direction to the peak commuter flows. In a similar fashion, population growth achieved through the provision of housing close to job concentrations in the central and inner areas will alleviate congestion in these areas.

This Plan also provides for a high proportion of regional job growth in large employment concentrations at selected transitway stations. This will make it feasible to provide a much higher level of public transit service to the working population than if the same number of jobs were dispersed to smaller concentrations throughout the urban area. It will also improve the efficiency of the transportation system and will contribute to maintaining a high overall share of regional travel on public transit. Achievement of this job distribution will require close cooperation with the area municipalities and the private sector.

Major roads and public transit have different roles related to their ability to provide effective transportation service. The diversity of trip patterns and travel characteristics renders it impossible to rely solely on one mode or the other. Public transit will have a more dominant role in serving the central area and job locations along the transitways. In addition, public transit has a special capability of meeting the travel needs of the young, elderly, and those who are not in a position to or choose not to drive a private vehicle. In other situations roads merit an equal or greater role. For example, travel throughout the rural area requires a good regional road system, as does the need to provide for truck traffic throughout Ottawa-Carleton.

In the past, the Region's response to the challenges posed in developing an efficient transportation system has been to place great emphasis on improving public transit. Specific transit share guidelines for the major travel corridors have been used in developing transit policy. From 1975 to 1986, approximately one third of the growth in total trips and virtually all of the increase in trips to the central area were absorbed by increases in transit ridership. During this time, the road system in the central area was not upgraded primarily because public transit attracted more passengers. In fact in 1986 fewer automobiles left the central area in the evening peak hour than in 1975. It is significant that public transit's share of the travel market in Ottawa-Carleton is amongst the highest of any urban area in North America.

It is unlikely that public transit will continue to make dramatic increases in its share of the overall regional travel market, although actual ridership will increase substantially. Transit has already achieved as much as can be expected in serving its most productive market, i.e. the central area. The only significant future increases in transit's share of regional travel are likely to be in the transitway corridors which serve employment concentrations along their length and in the three urban centres beyond the greenbelt.

From 1975 to 1986 growth in private and commercial traffic was absorbed without significant capacity increases in the regional road system. By 1986, unlike the early 1970s, many major segments of the road system were operating at or close to capacity.

While the role of public transit should continue to be strengthened through the desired development strategy and through continued extension of the transitway system, the majority of future travel will be accommodated on the road system. This Plan therefore emphasizes both the continued development of the transit system and major improvements in the regional road system both to overcome existing deficiencies and to accommodate the projected growth in travel.

One of the key traffic problems is the heavy congestion inside the greenbelt produced by the concentration of large numbers of east-west movements in the Queensway corridor. The policy of directing some of the growth in population and employment southwards to a south urban centre will provide a significant contribution to ameliorating the increasing pressures on this axis. However, as the development of the three urban centres outside the greenbelt continues, progressive improvements in the road system serving these communities will be required.

The important features of the regional road network in this Plan (which is described in more detail in Part 11) include the improvements required in the three radial corridors serving the urban centres outside the greenbelt, improved access to the central area, bypass facilities to alleviate the traffic congestion in the Queensway corridor and the completion of missing links in the existing regional road network.

This Plan also identifies provincial highways, the federal parkway system and crossings of the Ottawa River. Extensions and improvements to the provincial highway system are assumed. Based on the traffic analysis undertaken during the preparation of this Plan, improvements to regional road systems serving the existing Ottawa River crossings will be required to support the increased traffic between Ottawa-Carleton and the Outaouais Region during the period of this Plan. Depending on the actual growth in traffic, new bridges across the Ottawa River may not be required during the period of this Plan, however the Region is participating with other levels of government in a more detailed study to evaluate the need and locations for additional bridges across the Ottawa River.

Looking beyond the period of this Plan, it may be necessary to consider the construction of a major road connecting Highways 416 and 417 south of the greenbelt. As part of the planning for the south urban centre it will be necessary to consider reservation of a corridor to accommodate this future road link.

As discussed in Part 11, this Plan calls for completion of the transitway system to Kanata, Orleans, the south urban centre, and South Keys. It is Council's intention to undertake early development of the stations in the town centres of Orleans, Kanata and the south urban centre to help promote employment growth and the integration of stations with the development being planned in these urban centres.

Looking beyond the period of this Plan, Council is considering several additional transitway links which may be required for future growth in regional travel, for providing more direct service to many trips, for removing through trips from the central area and for providing an improved transit connection across the Ottawa River.

Objectives and policies concerning transportation, including a more detailed description of required new facilities, are found in Part 11 of this Plan.

In summary Council's objective is:

12. **To provide an integrated transportation system, composed of complementary public transit and road systems, which supports and meets the needs of the desired development pattern.**

2.2 POLICIES

The close relationship between many of the objectives above results in a small number of policies which are fundamental to the regional development strategy of this Plan. Policies elsewhere in this Plan are supportive of the regional development strategy.

The objectives above establish the need for three urban centres west, east, and south of the greenbelt and a balance between an adequate supply of serviced land and the orderly and economic provision of infrastructure. This is implemented by designating as urban area on Schedule A all the land within the greenbelt and three urban centres.

Detailed plans have been prepared for the urban area inside the greenbelt, Kanata, the north part of Orleans, and the Barrhaven portion of the south urban centre. Their internal structure is indicated schematically by the designation of specific policy areas on Schedule B. The balance of the south urban centre is designated South Urban Centre on Schedule B. Studies to determine the internal structure of the south urban centre will be undertaken by the area municipalities. These studies will result in an amendment to this Plan to designate specific policy areas on Schedule B, establish a regional road pattern, and establish precise boundaries for the urban area. The conceptual boundaries of the south urban centre on Schedule A encompass a considerably larger land area than the anticipated requirement of approximately 3,400 hectares. [OPA 1, June 13, 1990]

In order that the regional objectives relating to achieving a mix of housing types, a variety of jobs and a full range of urban services are achieved, a policy below establishes minimum and maximum levels of dwelling units and jobs for the urban centres outside the greenbelt. Maximum levels are established so that no centre can exceed the level of transportation and other regional services proposed to be provided; minimum levels are established so that opportunities to achieve a mix of housing types, variety of jobs and range of urban services are provided in each centre and public investments in services and facilities are well utilized.

Regional water and sewer services have been extended from the central systems to Stittsville and provision has been made for significant expansion by designating land for development. With its potential size and its ability to support a range of housing types and industrial and commercial uses, Stittsville has taken on some of the aspects of an urban area. The development strategy of this Plan explicitly rejects the creation of small urban centres in favour of fewer, larger ones. Policies in Part 10 of this Plan are aimed at making sure that this change from rural to urban area does not happen elsewhere without an amendment to this Plan. However, the policy below recognizes Stittsville as an Urban Area. Any extension of municipal piped services outside the Urban Area will require an amendment to this Plan.

Finally, the Region recognizes that the provision of transportation and other regional services is an important factor in determining whether the objectives relating to employment distribution are achieved. Therefore, the provision of transportation and other regional services to areas designated for employment purposes is a priority.

In summary:

1. **The following areas are designated Urban Area on Schedule A:**
   - a) **all lands within the inner limit of the greenbelt, and Blackburn Hamlet and Bells Corners,**
   - b) **an urban centre of approximately 3,400 hectares west of the greenbelt (Kanata),**
   - c) **an urban centre of approximately 4,700 hectares east of the greenbelt (Orleans)** [OPA 1, June 13, 1990],
   - d) **an urban centre of approximately 3,400 hectares south of the greenbelt (south urban centre – which includes Barrhaven),**
   - e) **approximately 1,200 hectares in Stittsville.**
   - f) **approximately 500 hectares in Leitrim.**

REFERRED TO O.M.B. #2

REFERRED TO O.M.B. #3

REFERRED TO O.M.B. #4

2. **Lands designated Urban Area on Schedule A are approved for immediate development, subject to policies elsewhere in this Plan.** [Ministerial Modification 4(a), September 28, 1989]

3. **Land designated South Urban Centre on Schedule B may be developed for urban purposes subject to the approval of an amendment to this Plan which will establish policies at a similar level of detail to other policies for the Kanata and Orleans Urban Centres and which will be followed by amendments to the Nepean and Gloucester official plans.**

REFERRED TO O.M.B. #5

4. **Prior to the approval of the amendment contemplated in policy 3, Council may approve a local official plan amendment which permits the servicing and the development of an initial phase of the South Urban Centre adjacent to Barrhaven, provided that the location and size of such phase does not adversely affect matters of regional concern and is in accordance with policy 1 of section 10.1.2.**

5. **Area municipalities shall provide land use and development policies in local official plans, to enable dwelling units and jobs to locate in the urban centres and Stittsville and Leitrim in the following amounts** [Ministerial Modification 4(b), September 28, 1989]:

		Dwelling Units	Jobs
Urban Centre			
Kanata	- minimum	25,000	30,000
	- maximum	35,000	43,000
Orleans	- minimum	30,000	36,000
	- maximum	40,000	52,000 [OPA 1, June 13, 1990]
South Urban Centre			
Nepean	- minimum	18,000	20,000
	- maximum	22,000	29,000
Gloucester	- minimum	7,000	10,000
	- maximum	11,000	14,000
Other			
Stittsville	-maximum	6,000	7,000
Leitrim	-maximum	3,200	4,000

REFERRED TO O.M.B. #6

6. Municipal piped services may be extended only to the Urban Areas as identified in policy 2 above and to rural areas where specifically permitted on Schedule H to this Plan or in the East Urban Centre Expansion Area designated on Schedule B to the Plan. [OPA 1, June 13, 1990].

7. Council shall provide adequate transportation and other regional services to sites designated for employment purposes as a matter of priority.

8. Council shall review annually, when considering the five year capital program, the supply of residential land with water main and trunk sewer services against the objective of having a ten-year supply of such land.

REFERRED TO O.M.B. #7

9. Council shall not incur costs for the construction of water mains, sewers, roads, or transitways relating to development in Leitrim, or in Part Lot 22, Concession IX, X, and XI, and Part Lot 26, Concession XII, Township of Goulbourn (Stittsville) or in the East Urban Centre Expansion Area designated on Schedule B to this Plan. [OPA 1, June 13, 1990].

10. Minor infilling of residential development which is designated in local official plans and identified in zoning by-laws existing on the date of adoption of this Plan may be permitted where it is demonstrated that the approval of such development will not prejudice the required study in policy 3 above.

11. Council shall not incur costs for the construction of watermains, sewers or roads relating to development in Richmond in excess of 1800 dwelling units. [Ministerial Modification 5, September 28, 1989].

12. Land designated East Urban Centre Expansion Area on Schedule B may be developed for urban purposes subject to the following:

    a) Designations for land use shall be set by further amendment to this Official Plan which shall provide for a maximum of 700 hectares (less than 50 percent) of land designated for residential uses with the remaining land designated for industrial and commercial purposes.

    b) A joint planning study shall be done by Gloucester and Cumberland that addresses the following regional objectives to the satisfaction of Regional Council:

        i) phasing of development;

        ii) mix and variety of housing types;

        iii) provision and adequacy of transportation and other regional services;

        iv) variety of employment opportunities;

        v) range of urban services.

    [OPA 1, June 13, 1990]

13. The municipalities of the City of Gloucester and the Township of Cumberland shall provide at no cost to the Region and to the satisfaction of Regional Council, appropriate road/transit easements for the extension of the Eastern Parkway to the eastern limit of the proposed development. [OPA 1, June 13, 1990]

PART 3: THE URBAN AREA

3.0 INTRODUCTION

This part provides direction for the development of the urban area designated on Schedule A and the greenbelt, which structures the urban area. This is done by providing policies for a number of policy areas within the urban area, which are designated on Schedule B. The policy areas include employment areas, shopping facilities, major community facilities and general urban areas.

3.1 EMPLOYMENT AREAS

3.1.1 Introduction

Economic activity, particularly the creation of jobs, is the basis of regional growth. The prime role of the Region is to make sure in its planning that projected levels and types of economic activity can be accommodated. The goal to "provide for an amount and variety of housing and employment adequate to meet the requirements of the projected population" reflects, in part, this interest.

Not all locations are suitable as job locations. Accessibility is an essential requirement, which is determined primarily by the relationship to the regional road and public transit system. It is not financially possible to provide high levels of accessibility to an indefinite number of locations. If convenient access is to be provided, there must be a close relationship between the distribution of major employment locations and the planned regional transportation system. The regional interest in employment distribution is also expressed in the goal to "provide a land use and transportation system which emphasizes convenience of movement between destinations...".

The central area has a unique role as the main focal point for all regional residents. The development of smaller community focal points at selected locations throughout the urban area offers the opportunity to make a wider array of goods and services conveniently available, and to conserve energy by reducing the number and length of trips and by supporting higher levels of transit service.

Development requires regional services. The Region therefore has an interest in the balance between the level of service and the number of jobs, including the issue of timing, and the arrangement of the development with regard to the efficient provision of services.

In summary the four regional interests for employment areas are in:

1. **The number of jobs in Ottawa-Carleton.**
2. **The distribution of those jobs.**
3. **The central area and other focal points.**
4. **The provision of transportation and other regional services.**

3.1.2 Objectives for Employment Areas

Except for promoting Ottawa-Carleton as a desirable place for employers to locate their businesses, Council has little opportunity to influence the rate of growth in Ottawa-Carleton. This Plan is based on the premise that provision should be made to accommodate the highest level of job growth which can reasonably be expected to occur. This will require a variety of locations for different types of jobs. Provision is made for approximately 80 percent of the urban employment growth to locate in designated employment areas. The remaining 20 percent are expected to be scattered throughout the urban area in such uses as schools and neighbourhood shopping centres or in major community facilities such as hospitals and universities.

It is important that designated employment areas be visible, easily accessible by road and public transit and adequately provided with other regional services. Jobs should be conveniently accessiblity to the maximum number of people. Transitway stations generally are the most accessible locations by public transit. In 1981 32 percent of jobs in the urban area were located at existing and proposed transitway stations and the central area. Increasing this proportion will maximize accessibility to jobs.

Providing a mix of uses in designated employment areas will create the opportunity for the mutual support of the various uses, for combining various activities into a single trip and for sharing facilities such as parking.

The design of employment areas should make it easy and pleasant to use public transit by providing direct and safe pedestrian systems.

Provision of jobs close to residential areas will provide the opportunity for some people to find jobs close to where they live and the opportunity for others to commute against the main transportation flow.

To maintain easy accessibility by both road and public transit it will be necessary to balance the number of potential jobs with the planned capacity of the transportation system. This is of particular concern with regard to the central area.

In summary, Council's objectives are:

1. **To plan and provide land for an increase of 130,000 jobs by 2001.**
2. **To select locations for employment that are easily accessible by road and public transit and adequately provided with other regional services.**
3. **To increase the proportion of all jobs in the urban area which are located at transitway stations (including the central area).**
4. **To maintain the central area as the main focal point for Ottawa-Carleton and the Capital.**
5. **To achieve intensive, mixed use developments at selected stations on the transitway.**
6. **To increase the opportunity for the use of public transit in the design of employment areas.**
7. **To achieve a distribution of jobs, other than those in the central area, approximately in proportion to the distribution of households across the urban area.**
8. **To ensure that the number of jobs to be accommodated at any designated employment location will not exceed the planned capacity of the transportation system and other regional services.**

3.1.3 Policies for Employment Areas

In order to achieve Council's objectives this Plan designates and provides policies for four types of employment areas. These are Central Area, Primary Employment Centres, Secondary Employment Centres, and Extensive Employment Areas. Policies relating to employment locations in areas designated General Urban Area are found in Section 3.4.

3.1.3.1 Central Area

The central area, as defined on Schedule B, is and should remain the major focal point in Ottawa-Carleton for shopping, government and business offices, entertainment and cultural pursuits. To maintain this role increasing emphasis is needed on meeting the needs of pedestrians and on improving the attractiveness of the central area. Increased residential development is also desirable.

Several levels of government influence the development of the central area. The federal government is both a property owner and approving agency for some development. The City of Ottawa has legislative jurisdiction over zoning, site plan control and heritage designation. The Region has jurisdiction over most of the roads in the central area and provides the public transit system. An approach to planning of the central area agreed to by these parties will provide direction as they implement aspects specific to their mandates.

Potential issues to be addressed by an agreed approach to planning include pedestrian circulation, transit routes and efficiency, traffic patterns, adequate parking, location and density of development, creation or enhancement of ceremonial routes, and open spaces.

In 1981 approximately 67,300 jobs were located in the central area. It is anticipated that the number will grow to approximately 90,000 by 2001. This represents a decreasing proportion of total employment locating in the central area, a trend that was already evident in the 1971 to 1981 period.

There are limits to the capacity of the transportation system serving the central area. The number of jobs that can be accommodated in the central area is affected by many factors, including the percentage of employees using transit, hours of work, vehicle occupancy, and the number of employees who choose to walk or cycle to work. This Plan provides a transportation system which, given reasonable assumptions on transit share and implementation of road improvements to remove through traffic, can provide adequate service to the amount of development permitted in the zoning by-law existing on the date of adoption of this Plan. Amendments to the local official plan and zoning by-law which would increase the amount of permitted development will be evaluated on, among other things, the ability of the transportation system to handle the additional travel generated by the development.

In summary:

1. **The Central Area is designated on Schedule B.**
2. **The Region will develop, jointly with the City of Ottawa and the federal government, an approach to planning that will guide the future development of the Central Area.**
3. **When considering amendments to the local official plan or zoning by-laws, Council shall require that it be demonstrated that potential employment levels in the Central Area will not exceed the capacity of the planned transportation system and other regional services.**

3.1.3.2 Primary Employment Centres

Locations at transitway stations with potential to accommodate more than 5,000 jobs in high density mixed use developments have been designated as Primary Employment Centres in this Plan.

These locations are highly accessible. They can be provided with a high level of direct public transit service from surrounding areas and, because of their link with the transitway, are within 40 minutes by bus of most of the urban area. It is especially important that the town centres of Kanata and Orleans at the ends of the planned transitway system each achieve a minimum of 10,000 jobs (although this employment level is not expected to be achieved by 2001). These concentrations of jobs will contribute to overall levels of employment in the urban centres and result in a more balanced use of the transitway system.

Primary Employment Centres should have a mix of uses, such as shops, offices, hotels, services, and community facilities. Regional Shopping Centres and Major Community Facilities (see Section 3.3) may be permitted subject to the policies in Sections 3.2 and 3.3. By concentrating a mix of uses in highly accessible locations these employment centres will serve as community focal points. The accessibility to the urban area afforded by the transitway stations must be complemented by convenient pedestrian access among uses and between them and the transitway stations. To achieve compact and pedestrian-oriented development, relatively high densities may be required.

Provided the centres achieve the levels of employment indicated, high-density residential uses are also appropriate.

The Region's prime concerns with employment locations at transitway stations are that development potential is provided to achieve the desired level of jobs and that the development is compact and pedestrian oriented so that the benefits of transit accessibility can be realized.

In summary:

4. **Areas having the following characteristics:**
   - a) **the potential for development which can accommodate at least 5,000 jobs at centres inside the greenbelt and approximately 10,000 jobs at centres outside the greenbelt with a mix of uses at relatively high densities,**
   - b) **direct access to a regional road or provincial highway which can accommodate the anticipated traffic [Ministerial Modification 6, September 28, 1989],**
   - c) **adjacent to an existing or proposed transitway station**

   are designated as Primary Employment Centres on Schedule B.

   In addition, notwithstanding the lack of a transitway station, a Primary Employment Centre in Vanier is designated on Schedule B.

5. **High-density residential uses may also be permitted, provided the opportunity to accommodate employment is not reduced below the levels established in policy 4a above.**

6. **Development potential at Primary Employment Centres permitted in zoning by-laws existing on the date of adoption of this Plan shall be maintained until local official plans contain provisions relating to achievement of the number of jobs set out in policy 4a) above.**

7. **Local official plans, plans of subdivision and plans of condominium shall provide for compact and pedestrian oriented development at Primary Employment Centres.**

8. **Notwithstanding the Region's inability to impose conditions on area municipality approval of site plans with regard to the location of buildings and the provision of pedestrian circulation, the Region will advise area municipalities of its concerns when site plan applications at Primary Employment Centres are circulated.**

3.1.3.3 Secondary Employment Centres

Secondary Employment Centres are regionally significant because they have the potential to accommodate 2,000 to 5,000 jobs at relatively high densities. Although employment concentrations of this magnitude do not have the same impact as Primary Employment Centres, they still place significant demands on the regional road and public transit systems. Cumulatively they have a significant impact on the overall distribution of jobs.

The Region's prime concerns with Secondary Employment Centres are that development potential is provided to achieve the desired level of jobs and, if located at a transitway station, that the development is compact and pedestrian oriented, so that the benefits of transit accessibility can be realized.

It is intended that a similar range of uses be permitted as is permitted in Primary Employment Centres.

In summary:

9. **Selected areas having the following characteristics:**
   - a) **the potential for development which can accommodate between approximately 2000 and 5000 jobs with a mix of uses at relatively high densities,**

b) direct access to a regional road or provincial highway which can accommodate the anticipated traffic, [Ministerial Modification 7, September 28, 1989],

c) an efficient all day high frequency public transit service can be provided,

may be designated as Secondary Employment Centres in local official plans.

10. High-density residential uses may be permitted, provided the opportunity to accommodate employment is not reduced below the levels established in policy 9.

11. Development potential at Secondary Employment Centres permitted in zoning by-laws existing on the date of adoption of this Plan must be maintained until local official plans contain provisions relating to achievement of the number of jobs set out in policy 9a) above.

12. Local official plans, plans of subdivision and plans of condominium shall provide for compact and pedestrian-oriented development at Secondary Employment Centres located at transitway stations.

13. Notwithstanding the Region's inability to impose conditions on area municipality approval of site plans with regard to the location of buildings and the provision of pedestrian circulation, the Region will advise area municipalities of its concerns when site plan applications at Secondary Employment Centres at transitway stations are circulated.

3.1.3.4 Extensive Employment Areas

Extensive Employment Areas provide for traditional industrial uses such as warehousing, manufacturing, business services, utilities and construction, as well as new business parks. Retail, service, office and recreation uses may also be appropriate, provided that the density of development is relatively low as compared to Primary and Secondary Employment Centres.

Generally, areas which can accommodate at least 2,000 jobs in low density developments are designated Extensive Employment Areas in this Plan.

In summary:

14. Areas having the following characteristics:

a) the potential for development which can accommodate more than 2000 jobs with a mix of uses at relatively low densities,

b) direct access to a regional road or provincial highway which can accommodate the anticipated traffic and particularly access to designated truck routes [Ministerial Modification 8, September 28, 1989],

c) an efficient peak period public transit service can be provided

are designated as Extensive Employment Areas on Schedule B.

15. Local official plans, plans of subdivision and plans of condominium for Extensive Employment Areas shall support the provision of an attractive and cost-effective public transit service in accordance with policy 16 of Section 11.4.1. [Ministerial Modification 9, September 28, 1989]

16. Major Bicycle Corridors shall be provided through Extensive Employment Areas as shown on Schedule F.

3.2 SHOPPING FACILITIES

3.2.1 Introduction

The Region is only interested in certain aspects relating to shopping facilities, principally the retail function of the central area and the town centres of the urban centres and the location of major shopping centres.

Shopping is a major element in maintaining the central area as the main focal point in Ottawa-Carleton.

As stated in Part 2 the urban centres are intended to develop with a full range of services, housing types, and jobs. A significant retail component in the town centres will contribute to both the range of services available and the number of jobs achieved.

Regional shopping centres provide a service which cuts across the boundaries of area municipalities. They compete directly with the central area and may slow the development of retail uses in the town centres of the urban centres. The location and size of these shopping centres is of regional interest.

A regional goal identified in Part 1 is to "provide a land use and transportation system which emphasizes convenience of movement between destinations and affords good opportunity for the provision of a full range of utilities and community facilities." Another regional goal is to "minimize the private and public cost of required services consistent with overall benefit". Regional and community shopping centres (i.e. major shopping centres) are important destinations which require roads, public transit and other regional services. Therefore their location is of particular concern.

In summary the regional interests for shopping facilities are in:

1. **The retail function of the central area and the town centres of the urban centres outside the greenbelt.**
2. **The location of major shopping centres.**

3.2.2 Objectives for Shopping

The number, variety and quality of shopping facilities in the central area make it the most significant retail area in Ottawa-Carleton. The central area is expected to maintain this role although its share of total retail trade will decline as additional regional and community shopping centres are developed.

Major shopping centres make significant demands on the transportation system and other regional services. It is desirable that they locate where the cost of providing regional infrastructure and services is reasonable.

In summary Council's objectives are:

1. **To retain the central area as the most significant retail area in Ottawa-Carleton.**
2. **To protect the retail potential of the town centres of the urban centres outside the greenbelt.**
3. **To select locations for major shopping centres that are easily accessible by road and public transit and are adequately provided with other regional services.**

Shopping facilities are an important part of mixed-use development. As such the objective to achieve intensive mixed use development at selected stations on the transitway in Section 3.1.2, Objectives for Employment Areas, also applies to the location of major shopping centres.

3.2.3 Policies for Shopping Facilities

A shopping centre is defined as a group of retail and personal service establishments which are planned and managed as an operating unit. This definition excludes individual retail outlets and retail strips, (e.g. along Richmond Road), policies for which will be established in local official plans.

There are advantages in combining shopping centres with other uses in locations of mixed retail, service, office and community use. These advantages include mutual support of the various uses and better convenience in terms of the number and length of trips people have to make.

Neighbourhood, community and regional shopping centres are defined in this Plan in terms of gross leasable area. When determining gross leasable area of shopping centres in mixed use developments, only the retail and service commercial uses, e.g., beauty parlours, banks, and restaurants commonly found in shopping centres, will be included. The floor space to accommodate other components, such as offices and community facilities, will not be included, provided that the space to accommodate these other uses cannot be converted easily to retail and service commercial space.

Specific policies to limit the number and location of regional shopping centres and to provide criteria for the location of community shopping centres are intended to maintain the retail function of the central area, protect the retail potential of the town centres, and provide convenient access by ensuring that major shopping centres are located well in relation to the planned transportation system.

3.2.3.1 Regional Shopping Centres

A limited number of regional shopping centres are required to serve the population. These shopping centres have very large trade areas and as such place significant demands on the provincial and regional road and public transit systems. Three regional shopping centres existed at the time of adoption of this Plan (Bayshore, Carlingwood and St. Laurent). An additional regional shopping centre will be required to serve the growing residential population in the south of the urban area inside the greenbelt (South Keys). It is intended that the retail component of the town centres in the urban centres outside the greenbelt develop to a regional scale.

Any change to the size restrictions for regional shopping centres or proposals to designate additional regional shopping centres will be evaluated on the basis of a region-wide retail study (prepared for the Region) in order to determine whether the impact on the retail function of the central area and other regional shopping centres would be unreasonable.

In summary:

1. **Regional Shopping Centres, defined as shopping centres located outside the central area having more than 35,000 square metres of gross leasable area, are designated on Schedule B.**

2. **When considering an amendment to this Plan, dealing with an existing or a proposed new site for a Regional Shopping Centre, in addition to the requirements of policy 8 of subsection 1.7.2, Council shall require that:**

REFERRED TO O.M.B. #9

- a) **the site has direct access to at least one regional road or provincial highway and the adjacent road system can accommodate the anticipated traffic;**
- b) **the site is adjacent to an existing or proposed transitway station; and**
- c) **other regional services can be provided adequately.**

Council shall review the potential impact on the retail function of the central area and other Regional Shopping Centres on the basis of the region-wide retail study, which is prepared for the Region every five years, and shall consider the availability and suitability of alternative sites.

REFERRED TO O.M.B. #8

3. **The gross leasable area of Regional Shopping Centres inside the greenbelt shall be limited according to the following table:**

Location	Size in m^2	
Bayshore	70,000	
Carlingwood	under study	
St. Laurent	77,000	[Ministerial Modification 10, Sept. 28, 1989]
South Keys	70,000	

4. **Council shall review policy 3 when a region-wide retail study is completed for the Region and a Regional Shopping Centre of at least 50,000 square metres of gross leasable area exists in either the Kanata town centre or the Orleans town centre.**

5. **Council intends to designate a Regional Shopping Centre in the town centre for the Nepean portion of the south urban centre by amendment to this Plan.**

3.2.3.2 Community Shopping Centres

Community shopping centres primarily provide convenience goods and services, of which food is a principal item. They do not compete directly with the central area. Decisions on their location and numbers will be made by area municipalities, subject to criteria in this Plan.

Community shopping centres in the urban centres outside the greenbelt could hinder the development of a major retail focus in the town centres. The development of community shopping centres outside the greenbelt will be restricted until such time as a significant retail component has been developed in the town centres.

In summary:

6. **Shopping centres located outside the central area having between 10,000 square metres and 35,000 square metres of gross leasable area are defined as Community Shopping Centres.**

REFERRED TO O.M.B. #10

7. **Community Shopping Centres may be permitted in areas designated Primary Employment Centre, Secondary Employment Centre, Extensive Employment Area, or General Urban Area on Schedule B, provided that:**
   - a) **Community Shopping Centres may only be permitted in each urban centre when a Regional Shopping Centre of at least 50,000 square metres of gross leasable area exists in the town centre of the respective urban centre;**
   - b) **the site has direct access to a regional road or provincial highway and the adjacent road system can accommodate the anticipated traffic;**
   - c) **an efficient all-day, high-frequency public transit service can be provided; and**
   - d) **other regional services can be provided adequately.**

3.2.3.3 Neighbourhood Shopping Centres

Neighbourhood shopping centres provide for the day-to-day shopping needs of regional residents. As such, they are permitted in most of the urban area and in villages in the rural area.

In summary:

8. **Shopping centres located outside the central area having between 3,000 square metres and 10,000 square metres of gross leasable area are defined as Neighbourhood Shopping Centres.**

9. **Neighbourhood Shopping Centres may be permitted anywhere in the urban area except on land designated Waterfront Open Space, Conservation Area (Urban), or Natural Environment Area on Schedule B. They also may be permitted in Villages and Serviced Villages in the rural area.**

3.3 MAJOR COMMUNITY FACILITIES

3.3.1 Introduction

Major community facilities include such facilities as hospitals, the University of Ottawa and Carleton University, the main campus of Algonquin College, the Central Canada Exhibition, major sports, recreation and cultural facilities and the major transportation terminals. These facilities have certain common characteristics.

They are either unique or limited in number, so that their service areas include several area municipalities and may extend beyond the boundaries of Ottawa-Carleton. For example, there is only one children's hospital in Ottawa-Carleton which serves Eastern Ontario. In 1986 there were four community hospitals in Ottawa-Carleton, each of which serves several area municipalities, as well as neighbouring counties.

Large numbers of people require convenient access to the services provided by these facilities. Providing convenient access to these facilities requires regional roads and public transit services.

Lastly, these facilities, with the exception of the bus terminal, also represent significant public investments. It is reasonable to establish a process for making decisions on their location which provides the best opportunity for all affected parties to be directly involved.

A number of the goals in Part 1 of this Plan are relevant to major community facilities. The most relevant of these goals is to "provide a land use and transportation system which emphasizes convenience of movement between destinations and affords good opportunity for the provision of a full range of utilities and community facilities". Major community facilities are important destinations. Choosing appropriate sites for these facilities involves both ensuring convenient access to these destinations and their adequate distribution.

In summary, the regional interest is in:

1. **The distribution and location of major community facilities.**

3.3.2 Objectives for Major Community Facilities

The objectives for Major Community Facilities arise directly from the regional interest and goals. The question of convenient access involves both location with regard to road and public transit services and equitable distribution with regard to service area population, if there is more than one of a certain kind of facility. It would not be desirable, for example, to have all community hospitals clustered in one part of the urban area, even if they all had excellent road and public transit access.

The factor of minimizing the cost of providing adequate road and public transit services to major community facilities must also be considered, but this factor is not intended to override other objectives.

In summary, Council's objectives for the location and distribution of Major Community Facilities are:

1. **To achieve an equitable distribution of Major Community Facilities relative to service area population, where there is more than one of a certain type of facility;**
2. **To select sites for Major Community Facilities which are convenient and accessible;**
3. **To minimize the cost of the transportation system and other regional services consistent with overall benefit.**

3.3.3 Policies for Major Community Facilities

The location of Major Community Facilities affects the residents of more than one municipality. Requiring an amendment to this Plan for additional locations of these facilities will enable direct participation in the decision-making process by all affected parties. Respecting certain site selection criteria (central location with respect to service area population, good road and public transit access), will lead to achievement of regional objectives.

In summary:

1. **Major Community Facilities, defined as facilities such as hospitals, the University of Ottawa and Carleton University, the main campus of Algonquin College, the Central Canada Exhibition, major sports, recreation and cultural facilities and the major transportation terminals, are designated on Schedule B.**
2. **When considering an amendment to this Plan dealing with a proposed new site for a Major Community Facility, in addition to the requirements of policy 8 of Section 1.7.2, Council shall consider the need for:**
   - **a) central location with respect to service area population;**
   - **b) direct access to a regional road or provincial highway which can accommodate the anticipated traffic;**

    c) **if in the urban area, an efficient all-day, high-frequency transit service; and**
    d) **any special requirements with respect to the location of the specific facility under review as well as the availability and suitability of alternative sites.**

3. **In addition to policy 7 in Section 1.7.2, Council requests the federal government to respect the criteria in policy 2 above and to consult with Council and the area municipalities when establishing new locations for museums and other federal cultural institutions.**

3.4 GENERAL URBAN AREAS

3.4.1 Introduction

Earlier sections in this part of this Plan contain policies relating to achieving the desired distribution of jobs, major shopping centres, and Major Community Facilities. Council also has policies relating to the provision of a system of major bicycle corridors within the urban area which are presented in Section 11.5. However, much of the urban area has developed or will develop with a mixture of dwellings, local community facilities such as schools and parks, local shopping and other non-residential uses unconstrained by the above policies.

The first regional interest in these areas is in achieving a desirable living environment for urban residents. This interest is shared with other levels of government, each of whom may deal with some aspects. The area municipalities, for example, can contribute directly to the attractiveness of the living environment through the standards imposed in zoning by-laws and site plan agreements. The regional goals to "provide a land use and transportation system which emphasizes convenience of movement between destinations and affords good opportunity to provide a full range of utilities, and community facilities", to "protect inhabitants from exposure to adverse environmental influences", and to "minimize dependence on non-renewable energy resources" all touch on various aspects of a desirable living environment, i.e. convenience, safety and energy-efficiency.

The second regional interest recognizes the important contribution made by the Region in providing transportation and other regional services which are necessary for the development of the urban area.

In summary the regional interests are in:

1. **A safe, convenient and energy-efficient living environment for urban residents.**
2. **The provision of transportation and other regional services.**

3.4.2 Objectives for General Urban Areas

Due to the Region's responsibility for the major road and transit systems, the focus of the regional contribution to a safe, convenient and energy-efficient living environment is on the relationship between land use and transportation.

For example, if non-residential uses such as schools and local shopping facilities are provided within General Urban Areas, residents need not make long trips to these facilities on a day-to-day basis.

Adequate provision for travel on foot or by bicycle, car or bus contributes to safety and convenience. The Region's concern includes walking and cycling because these modes reduce the use of non-renewable energy resources and because most bus trips begin and end with a walking trip.

Providing the opportunity to use solar energy also helps minimize dependence on non-renewable energy resources.

The Region, being responsible for providing many of the services required for development, has an objective that the costs of such services are minimized. However, this objective is qualified in recognition that trade-offs may be required. For example, the alignment of a collector road which will carry public transit service should be as direct as possible and link a number of adjacent developments to minimize operating costs. But such an alignment may conflict with the desired location for a park or storm water treatment facility, so that a trade-off has to be made.

In summary, Council's objectives are:

1. **To plan and make provision for an arrangement of land uses and a transportation system in areas designated General Urban Area which provides:**
    a) **sufficient non-residential uses to meet the day-to-day needs of urban residents;**
    b) **safe and convenient access by vehicles, transit, bicycles and pedestrians;**
    c) **opportunity for the use of energy-efficient travel modes;**
    d) **opportunity for the use of solar energy.**
2. **To minimize the cost of the transportation system and other regional services consistent with overall benefit.**

3.4.3 Policies for General Urban Areas

In terms of planning, the Region's principal opportunities to contribute to a safe, convenient and energy-efficient living environment are through the policies established in this Plan, the approval of local official plans, plans of subdivision and plans of condominium, and comments provided on zoning by-laws and site plans.

Policies 1 and 2 (below) apply to all areas designated General Urban Area. Non-residential uses are permitted in General Urban Areas in order to reduce trip making for day-to-day needs. However, some limitations are placed on non-residential uses to ensure that regional objectives with respect to the distribution of jobs and major shopping centres are also achieved. Attention is drawn to the need to provide a safe and convenient network for bicycle travel through General Urban Areas.

1. **General Urban Areas designated on Schedule B are to be used primarily for residential purposes. Non-residential uses also may be permitted subject to the following requirements:**
    - a) **discrete clusters of contiguous non-residential uses may be permitted with a development potential of up to 2,000 jobs;**
    - b) **discrete clusters of contiguous non-residential uses with a development potential of between approximately 2,000 and 5,000 jobs may be permitted, if they are designated as Secondary Employment Centres in local official plans in accordance with policy 9 of Section 3.1.3.3;**
    - c) **shopping centres may be permitted subject to policies in Section 3.2.3.**
2. **Major Bicycle Corridors shall be provided through General Urban Areas as shown on Schedule F.**

In adopting policies for lands designated General Urban Area, it is recognized that the opportunity to achieve the identified objectives is greater in areas which are not substantially developed.

Policies 3, 4 and 5 (below) apply to areas designated General Urban Area which are not substantially developed. The policies deal with specific aspects of land use, the transportation system and the relationship between them which will contribute to safety, convenience, energy-efficiency and minimizing costs.

Average walking distance to transit stops is minimized if higher density development is located close to transit stops (short walking distances for the most people). To ensure a minimum level of convenient access for everyone, a maximum walking distance to transit stops is also established. If the street pattern results in walking distances which exceed the standard, paved pedestrian paths which provide shortcuts to reduce the walking distance deficiency are required. Because this policy applies to more than General Urban Areas, it is contained in Part 11: Transportation and cross-referenced in this section.

If development is not contiguous, poor utilization of the capacity of piped services and higher operating costs for transit (because buses make lengthy runs through vacant areas) may result. Phasing development, so that it is contiguous, is one way to minimize costs.

Policy 6 recognizes that in areas which are substantially developed it will be more difficult to achieve the policies relating to an arrangement of streets and land uses than in areas which are not substantially developed.

In summary:

3. **Local official plans, plans of subdivision and plans of condomium and zoning by-laws, in areas which are not substantially developed, shall ensure the proper arrangement of streets and land uses to permit convenient access by a variety of transportation modes. Therefore they shall provide for:**
    - a) **an adequate number of sites for retail, service and community facilities, to meet the day-to-day needs of residents of the area being planned and adjacent areas where appropriate;**
    - b) **the location and grouping of community facilities, especially schools, day care centres, nursing homes and homes for the aged, on streets serviced or proposed to be serviced by transit, or as close to such streets as possible;**
    - c) **safe and convenient pedestrian and bicycle travel, facilitated by a road pattern supportive of this type of travel. Where the road pattern is circuitous, direct pedestrian and/or bicycle paths to community facilities shall be provided;**
    - d) **an attractive and cost-effective public transit service in accordance with policy 16 of Section 11.4.1.** [Ministerial Modification 11(a), September 28, 1989]
4. **When considering local official plans and plans of subdivision in areas which are not substantially developed, Council may impose requirements to achieve contiguous development so that transportation and other regional services can be provided more efficiently.**

5. **Local official plans, plans of subdivision and zoning by-laws, in areas which are not substantially developed, shall provide good opportunity for south-facing windows and solar collectors by:**

    a) **orienting local streets within 30 degrees of east-west and collector streets within 30 degrees of north-south or east-west wherever possible;**

    b) **orienting lots for single and semi-detached dwelling units within 30 degrees of north-south wherever possible;**

    c) **locating blocks of land intended for buildings taller than four storeys to minimize shading of low density residential areas, unless such a location is undesirable with respect to the transit considerations identified in policy 16 of Section 11.4.1.** [Ministerial Modification 11(b), September 28, 1989]

6. **Local official plans, plans of subdivision and zoning by-laws, in areas which are substantially developed, shall have regard to the provisions of policy 3 above. It is recognized that achievement of these policies may not be possible in areas which are substantially developed. They are considered to be desirable objectives in these areas.**

The construction of the transitway will make the areas adjacent to the stations highly accessible. Primary Employment Centres have been designated at some stations. Other stations are located in areas designated General Urban Area. The Region's concern at these transitway stations is, first, that many people have the opportunity to live at these highly accessible locations and second, that any development or redevelopment which occurs is pedestrian-oriented so that the benefits of transit accessibility can be realized. The Region is also concerned that other regional services can be provided adequately. Area municipalities have their own concerns about development and redevelopment at transitway stations. These include, for example, the compatibility of proposed development with adjacent land uses and the adequacy of local services. Many of these areas are already substantially developed and the opportunity for increased development is expected to vary at different stations.

Therefore this Plan includes an expectation that area municipalities will investigate the opportunities for increasing development at transitway stations. It is anticipated that the Region would participate in such investigations. Until that is done this Plan provides that development potential permitted in zoning by-laws is maintained, so that the opportunities for development at these locations are not reduced on a piecemeal basis.

The principal means of obtaining good pedestrian circulation is through site plan approval, which is an area municipality responsibility. The Region cannot impose conditions on site plan approval except to obtain road widenings specified in Part 11 of this Plan and related matters. However, due to the importance attached to obtaining compact development and direct pedestrian paths to the transitway stations, the Region will advise area municipalities of its concerns when site plans are circulated.

7. **Council expects area municipalities, with the participation of the Region, to investigate opportunities to increase development in the vicinity of transitway stations located in areas designated General Urban Area. Accordingly, development potential permitted in zoning by-laws existing on the date of adoption of this Plan shall be maintained until these investigations are completed and local official plans contain provisions relating to achievement of compact and pedestrian-oriented development.**

8. **Notwithstanding the Region's inability to impose conditions on area municipality approval of site plans with regard to the location of buildings and the provision of pedestrian circulation, the Region will advise area municipalities of its concerns when site plan applications near transitway stations in areas designated General Urban Area are circulated.**

In some instances the amount of non-residential development permitted by zoning by-laws in force on the date of adoption of this Plan may exceed the limits established in policy 1 above and may not be readily provided with adequate transportation and other regional services. Since zoning by-laws are the responsibility of area municipalities, this Plan includes an expectation that area municipalities will investigate the situation. It is anticipated that the Region would participate in such investigations.

9. **Council expects area municipalities, with the participation of the Region, to investigate the amount of potential non-residential development which is permitted by zoning by-laws in force on the date of the adoption of this Plan, in areas designated General Urban Area.**

Part of the Kanata urban centre is designated Energy Conserving Community. This designation was originally approved by the Ontario Municipal Board in 1979. A condition of approval was that the area develop as an energy conserving community according to the criteria established in a detailed plan acceptable to both the Region and the City of Kanata. These criteria were established in City of Kanata Official Plan Amendment 16.

10. **Land designated General Urban Area (Energy Conserving Community) shall be planned to provide for siting, insulation, landscaping, innovative architectural design, and other considerations necessary to maximize energy conservation.**

3.5 THE GREENBELT

3.5.1 Introduction

The 1950 Greber report first proposed the establishment of the greenbelt. The lands were purchased by the federal government from 1958 to 1961. Provided the land remains in federal ownership the policies of this Plan may have little legal effect. However, it is considered important that Council state its position with regard to the greenbelt in the event the federal government should dispose of all or part of it. Three urban centres have been established beyond the greenbelt and these centres are perceived to be distinct communities because of the separation caused by the greenbelt. It is desirable that the greenbelt continue to affect the way the urban area develops and is perceived.

In summary, the regional interest is in:

1. **The maintenance of the greenbelt as part of the structure of the urban area.**

3.5.2 Objectives for the Greenbelt

While the overall regional interest is in maintaining the greenbelt, the land must be put to good use having regard to that overall interest. Where lands have resource values (for agriculture, mineral extraction, conservation or waterfront), it is important that they be protected. For the remaining land within the greenbelt, the regional objective is that development be limited to that which is compatible with an open, essentially rural character. In this way the greenbelt will be retained and will continue to be part of the structure of the urban area.

In summary Council's objectives are:

1. **To protect land having high resource value for agriculture, mineral extraction, conservation or waterfront recreation.**
2. **To maintain the open, essentially rural character of the greenbelt.**

3.5.3 Policies for the Greenbelt

The greenbelt as an element of urban structure is shown on Schedule B.

Greenbelt lands with resource values are protected with the appropriate resource area designations on Schedule A and the policies of Part 5 apply. Similarly, greenbelt lands along the Ottawa River are designated Waterfront Open Space on Schedule A.

However, other greenbelt lands are either of less significant resource value or, although in agricultural use, are in pockets too small to warrant an Agricultural Resource Area designation in this Plan. These lands are designated Greenbelt Reserve on Schedule A. Some of these lands accommodate special purpose facilities which require large land areas such as the airport, a vehicle proving ground and a rifle range. These uses and open air recreational uses are compatible with maintaining the open character of the greenbelt. However, other federal government employment without special locational requirements, particularly office employment, should be accommodated in areas designated for employment uses in this Plan. Any proposals for more intensive uses in the greenbelt should serve a special public purpose (e.g. the Regional Detention Centre) and be evaluated on an individual basis. Proposals for Major Community Facilities will be evaluated according to the policies of Section 3.3.

It is recognized that policies for land within the greenbelt can be enforced only if land were to be sold to private parties, or for the few locations within the limits of the greenbelt where land is currently in private ownership.

A number of parcels of land located within the greenbelt are not owned by the federal government and are used for a variety of residential, commercial, and industrial purposes. It is intended that these lands should be identified in local official plans which specify the particular policies to control such use.

In summary:

1. **Lands within the greenbelt having less significant resource potential are designated Greenbelt Reserve on Schedule A. These lands may be used in a manner similar to their use on the date of adoption of this Plan and for other uses of a generally open, rural character.**
2. **Council requests the federal government to inform and consult with Council concerning any proposed change in land use within the greenbelt which is not permitted by the designation of such land on Schedule A, in order to determine the impact on the goals, interests, objectives and policies expressed in this Plan relating to, among other things:**
    - **a) the distribution of employment and housing,**
    - **b) environmental constraints,**
    - **c) continuity of major bicycle corridors,**
    - **d) transportation and other regional services,**

including operational and staging matters related to d) above.

3. **Council requests the federal government to consider the availability and suitability of alternative sites for the proposed rse when consulting with Council pursuant to policy 2.**
4. **Land designated Greenbelt Reserve (Ottawa International Airport and CFB Uplands) on Schedule A may be used for civilian or military airport purposes. In addition, these lands may be used for purposes that would otherwise be allowed in Extensive Employment Areas.**
5. **Local official plans may identify privately-owned lands within the greenbelt and determine appropriate policies to control use and the amount of development.**

3.6 AGRICULTURAL RESOURCE AREA (CENTRAL EXPERIMENTAL FARM)

3.6.1 Introduction

The Central Experimental Farm is unique, being an area of approximately 370 hectares used for farming and associated research entirely surrounded by urban development. It is owned and operated by the federal government, which is not bound by the policies of this Plan.

3.6.2 Objectives for Agricultural Resource Area (Central Experimental Farm)

Council's concern is that this area should not be developed for urban purposes without amendment to this Plan. This concern is heightened, because in 1987, the federal government sold some land adjacent to the farm for development purposes.

In summary, Council's objective is:

1. **To protect the Central Experimental Farm from urban development.**

3.6.3 Policies for Agricultural Resource Area (Central Experimental Farm)

In order to implement the above objective, the policy below provides for the existing uses of farming and associated research to continue. The introduction of other uses (except by the federal government, which is not bound by this Plan) will require an amendment to this Plan.

In summary:

1. **Land designated Agricultural Resource Area (Central Experimental Farm) shall only be used for farming and associated research.**

PART 4: DEVELOPMENT IN THE RURAL AREA

4.0 INTRODUCTION

The rural area occupies 90 percent of the regional area – the part not intended for urban development. About 10 percent of regional residents live there. This area contains a number of important natural resources. Part 5 of this Plan has identified areas of natural resources, and policies of this Plan are designed to protect these resources and encourage their appropriate use. Opportunities for development in the rural area are recognized, and policies of this Plan provide for such development to occur without jeopardizing resources and the character of the rural area.

Most rural residents do not depend on the rural area for their livelihood, but travel to the urban area for jobs and services. Demand for living in the rural area is primarily dependent on growth in Ottawa-Carleton as a whole. There is a danger that, as the rural area develops, it may lose the qualities that make it an attractive environment, distinct from the urban area. The Region has an interest in seeing that the rural environment is preserved, so that existing and future residents have the opportunity to live in such an environment.

Development in the rural area will be primarily on the basis of private individual services. It is recognized that the continued safe operation of private individual services may place limits on the amount, distribution and type of development which may take place, but this is seen as beneficial in maintaining a rural area distinct from the urban area.

In some instances, central water and sewer services have been extended to the rural area to solve health problems. There are also a few communal systems in some villages. Where municipal water and sewer services are provided, it is important that development not exceed the capacity of such services. Growth of population in the rural area may also result in demands for transportation services. The Region has an interest wherever development may create demands for services which are regional responsibilities.

In summary the regional interests are in:

1. **The protection of important natural resources.**
2. **The provision of opportunities for people to live in a rural environment.**
3. **The continued safe operation of private individual water and sewer services.**
4. **The provision of transportation and other regional services.**

4.1 OBJECTIVES FOR DEVELOPMENT IN THE RURAL AREA

In the rural area as a whole the overriding objective is to protect the natural resources and encourage/permit their utilization. This requires that development which is not related to the utilization of natural resources be directed to other areas. In this way relatively large areas are preserved for farming, mineral extraction and for their environmental quality. At the same time provision can be made for continued development in the rural area with minimal impact on the natural resource areas and vice-versa.

Reference was made in the introduction to the desirability of retaining the character of the rural area distinct from the urban area. Two factors which contribute to rural character are the dominance of the natural rather than the built environment and the relatively low density of development. Low densities are due, in part, to the spacing required for safe operation of private individual water and sewer services.

The objective below is based on the assertion that development should occur in such a way that the character of the rural area is not gradually changed so it becomes urban.

The basis for development in the rural area is private individual water and sewer services. Extensions of central services to the rural area are very expensive due to long distances and low densities. Small communal systems have high per capita operating costs. The presence of piped services also results in pressures for more development and other services (e.g. public transit) and thus changes the rural character of the area.

If private individual systems are to function safely and effectively in perpetuity, they must be developed in a way which does not adversely affect the quality or quantity of ground and surface water.

Finally, the Region must ensure that the amount and distribution of development will not exceed the planned capacity of those services which it provides (e.g. roads and the communal or central services in some villages), or else unforeseen expenditures may arise. For example, approximately 3,500 additional inhabitants could generate the demand for an additional lane of road.

In summary Council's objectives are:

1. **To enable the utilization of natural resources by directing development which is not directly related to their use away from natural resource areas.**
2. **To permit an amount and type of development in the rural area consistent with maintaining its rural character.**
3. **To provide for rural development on private individual services and to ensure that such development does not threaten the quality or quantity of ground and surface water.**
4. **To ensure that the amount and distribution of development will not exceed the planned capacity of transportation and other regional services.**

4.2 POLICIES FOR DEVELOPMENT IN THE RURAL AREA

To implement the above objectives the rural area has been divided into a number of policy areas, which are designated on Schedule A. Policies for the natural resource areas [Agricultural Resource, Mineral Resource, Natural Environment and Marginal Resource (Restricted)] are established in Part 5 of the Plan, and policies for lands in the river corridors are in Part 8. Other policy areas in the rural area are Villages and Serviced Villages and General Rural Area (a designation for lands with less significant natural resource potential). Most development is directed to these locations.

The next section of this part of the Plan establishes policies which apply to all of the rural area. Sections 4.2.2 and 4.2.3 establish policies for the specific policy areas of Villages and Serviced Villages and of General Rural Area. Lastly sections 4.2.4 and 4.2.5 establish policies for specific types of development which may be permitted in some, but not all, of the rural policy areas.

This Plan recognizes that once a village receives both central water and central sewer services, it can support an amount and type of development which is more urban than rural. Stittsville has central water and sewer services and is designated Urban Area on Schedule A. If other villages are serviced by extensions of both the central water system and central sewer system, they will be designated Urban Area.

4.2.1 Policies Applying to all Development in the Rural Area

The amount and distribution of development which occurs in the rural area should be supportive of the defined objectives. Most rural development, residential and non-residential, should occur in villages and areas designated General Rural Area, since this will reduce the adverse impacts on natural resources.

Non-residential development in the rural area includes agricultural, industrial, community, recreational, institutional, retail and service uses. Some of these uses are resource based (e.g. a quarry, a grain-drying operation or a provincial park); others serve the needs of the local population and, in some cases, the travelling public. Some resource based activities must by their nature locate in resource area designations. The policies in Part 5 of this Plan indicate the non-residential uses which may be permitted in each of the resource area designations.

Other non-residential uses, which may use local resources or provides a local service, should be located away from resource areas in villages or areas designated General Rural Area. The scale of such uses will be that required to meet local needs, subject to the adequate provision of water supply and sewage treatment services. Industries which require large land areas (e.g. for outdoor storage) may also be appropriate.

Area municipalities are expected to define the amount and distribution cof rural development in their local official plans in accordance with regional objectives and policies.

It is difficult to forecast demands for development in the rural area and the overall impact that such development may have. This Plan is based on an assumption that less than 10 percent of all new dwelling units will locate in the rural area. If this assumption proves incorrect, the rate of urban development will be affected and the staging of urban land may need to be reassessed.

In addition, the Region would become concerned if the amount of non-residential development exceeded the local rural labour force, necessitating substantial commuting out of the urban area. It is better if large concentrations of jobs are located in the urban area where the road and public transit systems can provide convenient access for almost everyone.

For these reasons, a policy is included which specifically requires the Region to review the effectiveness of the policies regarding the amount and distribution of rural development at least every five years, which is meant to correspond with the requirement in the *Planning Act, 1983* that the Council determine every five years whether or not there is a need to revise the Plan. The inclusion of this policy is not intended to negate a need to review other sections of this Plan as well.

Before new development is approved in the rural area it must be demonstrated that adequate provision can be made for water supply and sewage treatment. Policies in Part 10 of this Plan establish requirements for the approval of development on private individual services or, in limited instances, on communal or central services. The extension of central services will be considered only where a health problem develops and central services are determined to be the best solution. In other instances communal systems may be installed to solve a health problem. Communal systems may also be permitted to support some forms of multiple unit development, such as mobile home parks.

Communal systems and extensions of central services that service entire villages are designated on Schedule H of this Plan.

Non-residential development in the rural area is limited to that which can be supported by private individual services or, in the case of villages with communal or central services, to that which can be supported by the capacity of the municipal service or services provided.

Regional roads in the rural area are designed to carry all types of traffic at relatively high speeds. A proliferation of accesses reduces safety and can result in pressure to reduce speed limits. For this reason, new lots should generally be created with access to a local rather than a regional road.

Finally, the Region will have regard to the *Agricultural Code of Practice* dated 1976 to ensure adequate separation distances between farm operations and new development, in order to protect existing farms.

In summary:

1. **Area municipalities shall provide in their local official plans for an amount and distribution of development which:**
    a) **directs development away from natural resource areas,**
    b) **maintains the rural character of the area, and**
    c) **ensures that the amount of potential development does not exceed the capacity of transportation services or of the regional water and sewer services designated on Schedule H.**
2. **Council shall review the actual experience relating to the amount and distribution of development, as against the objectives for development in the rural area, periodically and not less frequently than every five years.**
3. **All rural development shall meet the servicing requirements of Part 10 of this Plan.**
4. **Except in villages, severances and subdivisions shall not be approved with access to provincial highways or regional roads, if they have the effect of creating new areas of strip development or extending existing areas of strip development. [Ministerial Modification 12, September 28, 1989]**
5. **When considering or approving local official plans, plans of subdivision and plans of condominium, severances and zoning by-laws, Council shall have regard to, among other matters, the *Agricultural Code of Practice*, dated 1976.**

4.2.2 Villages and Serviced Villages

Villages which are all or almost all on private individual services are designated as Villages on Schedule A. Villages which have sewer and/or water service from communal systems or only one service from the central system (in combination with either communal or private individual services) are designated as Serviced Villages on Schedule A. The distinction is made because in Serviced Villages the Region has the additional concern of ensuring that development does not exceed the capacity of the communal system(s) or central service extension.

Even in Serviced Villages with one central service, the density and amount of development will be limited to that which can be safely supported by the other service, whether private individual or communal. For this reason the character of development in all types of villages is likely to be substantially the same. Housing will be predominantly single detached. Non-residential uses will also tend to be low density and small scale.

A prime regional concern with villages is that a situation does not develop where piped services are required. The concentration of development in villages increases the danger of aquifer contamination from faulty private individual sewage disposal systems or of depletion of the aquifer. For this reason, plans for village expansion must be based on comprehensive private services studies of the area proposed to be included in the village and the area surrounding it. Such studies will include an evaluation both of ground water conditions and of terrain suitability for private individual services. In the former regard, the studies must demonstrate that the quality of the ground water either meets or exceeds the *Ontario Drinking Water Objectives (1983)*.

Any change to the servicing status of a village will require an amendment to Schedule H. Small communal systems (which do not change the servicing status of an entire village), may be considered to support multiple unit development in villages.

The other regional concern is that planning for villages maintain their rural character and preserve agricultural and other natural resource lands. Since many villages were service centres to the agricultural area, they are located in areas designated Agricultural Resource, where development is intended to be compatible with farming operations. The policy below requires area municipalities to consider whether it is necessary to expand a village on to good agricultural land. This consideration might require a village to expand in one direction away from agricultural land rather than on to it or it might result in the encouragement of development in a village not located on agricultural land (e.g. Greely instead of Vernon). Finally in order to protect Mineral Resource Areas for exploitation and Natural Environment Areas and Marginal Resource (Restricted) Areas for preservation, villages should not expand on to these designations.

Neighbourhood shopping centres are appropriately located in Villages and Serviced Villages as part of their function as service centres to surrounding areas.

In summary:

6. **Villages which are entirely or primarily serviced by private individual services are designated on Schedule A as Villages.**

7. **Villages which are provided with regional water or sewer service from the central system or are provided with a communal water and/or communal sewage system designated on Schedule H are designated on Schedule A as Serviced Villages.**

8. **Area municipalities shall plan for the development of Villages and Serviced Villages in local official plans which shall:**
    - **a) define the expected growth for at least a ten year planning period,**
    - **b) include a plan of the Village or Serviced Village showing existing and proposed land uses and roads, the boundary of the Village or Serviced Village and the total number of potential dwelling units within the boundary,**
    - **c) justify any proposal to extend the existing Village or Serviced Village on to lands designated Agricultural Resource Area on Schedule A, based on the long term demand for village expansion in the area municipality as a whole, and a consideration of alternative locations for that expansion,**
    - **d) ensure that any proposal to extend the existing Village or Serviced Village does not extend the village onto lands designated Mineral Resource Area, Natural Environment Area or Marginal Resource Area (Restricted) as designated on Schedule A.**

9. **Non-residential uses may be permitted in Villages and Serviced Villages of a scale and type which meet local needs, including the needs of the travelling public, and/or utilize local resources. Shopping centres are subject to policies in Section 3.2.3.3.**

10. **When considering local official plans which expand the boundaries of Villages and Serviced Villages on the basis of private services, or increase the total number of potential dwelling units above that established pursuant to policy 8b) above, Council shall require a study in sufficient detail to:**
    - **a) demonstrate the capability of the soils and the sub-soils to support the safe long term use of private sewage disposal systems,**
    - **b) establish that water of sufficient quality and quantity to support the proposed development can be provided in the area without adversely affecting the operation of existing wells,**
    - **c) identify specific requirements which must be addressed prior to subdivision approval in any sub-area of the proposed Village or Serviced Village; and**
    - **d) demonstrate that the proposed development will not adversely affect the quality or quantity of well water within approximately two kilometres of the boundary of the Village or Serviced Village.**

11. **When considering local official plans which expand the boundaries of Serviced Villages on the basis of central or communal services, Council shall require evidence that:**
    - **a) there is sufficient capacity in existing communal water and/or sewage systems or central service extension to support the proposed development, and**
    - **b) there are no physical impediments to the provision of the above services to any area within the village.**

4.2.3. General Rural Areas

Lands designated General Rural Area, totalling approximately 60,000 hectares, are characterized by less significant natural resource potential than lands designated Agricultural Resource, Mineral Resource, Natural Environment or Marginal Resource (Restricted). However, such lands are often farmed and some are sites for pits or quarries. They may also have good potential for forestry (a resource for which no land is specifically designated in this Plan), and they may contain significant wetlands or wildlife habitats. Therefore, although the lands have less significant natural resource potential, development of these areas should recognize their current use and natural potential.

The Region's prime concerns in these areas are the following: first, the rural character be maintained; second, development only locate on sites which can support private individual services; and third, country lot development occur in accordance with specific policies.

Area municipalities, through their official plans, will distinguish between land they consider suitable for or unsuitable for various types of development. For example, organic soils designated on Schedule G and other wetlands are probably unsuitable.

Country lot development is defined as rural single detached housing which is not in villages or infilling areas and is not farm-related. Country lot development may be permitted on lands designated General Rural Area, subject to specified criteria. A minimum lot area of 0.8 hectares is specified in order to give reasonable assurance of the safe operation of private individual services (this lot size allows room for additional tile fields if necessary) and to maintain the dominance of the natural environment over the built environment. However, a specific exception to the lot area criterion is made for country lot development related to recreational facilities, on the grounds that the open nature of the recreational facility (e.g. a golf course or lake) will help retain the rural character of the area.

A further provision is that country lots shall not be approved in locations which would force the expansion of a Village, Serviced Village or the urban area on to a natural resource area. It is intended that the urban area and villages, where possible, should expand onto lands designated General Rural Area. Therefore, that option should not be precluded by development of such land for country lots.

Finally country lot development should be located on attractive sites, having mature tree cover and/or topographic variety. Country lots should not be approved on flat and featureless sites because this will make it difficult to retain the rural character of that part of the rural area.

In summary:

12. **Lands characterized by less significant natural resource potential compared to those resources discussed in Part 5 are designated General Rural Area on Schedule A.**

13. **Residential development permitted on lands designated General Rural Area is housing required by farming activities, infilling permitted in Section 4.2.4, mobile home developments permitted in Section 4.2.5, and single detached dwelling units on country lots which shall have a minimum lot size of 0.8 hectares, whether created by plan of subdivision or severance.**

14. **Non-residential development of a type and scale to meet local needs or the needs of the travelling public, is permitted on lands designated General Rural Area and also may include industrial and commercial uses related to local resources and industrial uses including pits and quarries which require large land areas.** [Ministerial Modification 13, September 28, 1989]

15. **Policies in local official plans for the development of lands designated General Rural Area shall:**

    a) **define a planning period of at least 10 years;**

    b) **identify by designation or by inclusion of criteria land suitable or unsuitable for various types of development such as residential, industrial and commercial, taking account of such factors as organic soils, wetlands, significant aquifer recharge areas, significant wildlife habitats, topography, pits and quarries, and other physical features that result in sites not being suitable for private individual services, the quality and quantity of ground water, and anticipated demand for the various types of development; and**

    c) **specify permitted uses within the various types of development.**

16. **Notwithstanding policy 13, Council may approve plans of subdivision with country lots smaller than 0.8 hectares if:**

    a) **such lots are part of a development containing a recreational facility such as a golf course;**

    b) **the development has an average lot size of not less than 0.8 hectares per dwelling unit, when averaged over all the land in the development; and**

    c) **requirements of policy 9 in Section 10.1.2 concerning private individual services are met.**

REFERRED
TO O.M.B.
#34

17. **Country lot developments shall not be approved on lands designated General Rural Area, where it would occupy the only possibility for an expansion of a Village, Serviced Village or urban area onto lands designated General Rural Area.**

18. **Country lot developments having lot sizes of less than 10 hectares shall be on attractive sites which have sufficient mature trees and/or topographic variety such that housing on most of the site will not be visually dominant.**

4.2.4 Infilling Development

Clusters of development exist throughout the rural area which are insufficient in size or function to be considered villages. Some may be identified as hamlets in local official plans. Provided that the scale of development is related to what already exists, area municipalities may decide whether or not to permit infilling development and the specific policies to control such matters as lot size.

In summary:

19. Policies in local official plans may permit a limited amount of infilling development in areas designated General Rural Area and Agricultural Resource Area including the suffix "(River Corridor)" in this Plan, provided that such policies:

- **a) do not result in extensions in length or depth beyond the limit of development existing on the date of adoption of this Plan or in new lots significantly smaller than existing lots, and**
- **b) the area of infilling development are identified by designation or by the inclusion of criteria.**

4.2.5 Multiple Unit Development

Some forms of multiple unit development may be permitted in the rural area, (e.g. mobile home developments and housing for senior citizens).

A mobile or relocatable home on a separate lot is considered the same as any other detached dwelling unit. A mobile home development is a collection of mobile homes which share land, services and facilities. The form of tenure may be rental, condominium or other similar form. Such developments usually have a higher density than a typical rural development. Communal water or sewer services may be required to allow such development to proceed (or the lots may be large enough to support private individual services).

If a multiple unit development is served by a single water supply or sewage disposal system, such a system is, by definition, a communal system. Policy 8 of Section 10.1.2 requires certain agreements for such communal systems.

Multiple unit development is generally permitted only in Villages and Serviced Villages. An exception is made for mobile home developments, which also may be permitted in General Rural Areas.

In summary:

20. Multiple unit development may be permitted in Villages and Serviced Villages if:

- **a) the local official plan contains policies concerning the type, amount and location of multiple unit development, and**
- **b) the requirements of policy 8 in Section 10.1.2 concerning communal systems are met.**

21. In addition to policy 20, mobile home developments may be permitted on land designated General Rural Area.

PART 5: RESOURCE AREA POLICIES

5.0 INTRODUCTION

To ensure the protection, enhancement and, where appropriate, use of the natural resources of Ottawa-Carleton, Council proposes action in three main areas of concern: agriculture, mineral resources, and the natural environment.

On the basis of the natural characteristics of the land, the rural area has been divided into a number of policy areas which reflect the above concerns. These policy areas are designated on Schedule A and the following sections set out Council's policies for each of them.

5.1 AGRICULTURAL RESOURCE AREAS

5.1.1 Introduction

One of the goals discussed in Part 1 is "to preserve important natural resources". Land with a high capability for agriculture is such a resource. Farmland is the predominant land use in Ottawa-Carleton. In 1981, 2002 census farms occupied 144,000 hectares of the total regional area of 276,000 hectares. Their capital value per acre is considerably higher than the average for Eastern Ontario. Compared to other counties in Eastern Ontario, Ottawa-Carleton is the leading producer of milk, has the largest population of cattle, calves, sheep and lambs, and contains the largest production area of fruit, vegetables, grain corn, fodder corn, barley and mixed grains.

Thus farming is a significant contributor to the regional economy. The continuation of farming ensures that agricultural land is productively used, and thus contributes its share to the total food needs of the province.

In summary, the regional interest is in:

1. **The long term viability of the agricultural industry in Ottawa-Carleton.**

5.1.2 Objectives for Agricultural Resource Areas

Agricultural land is an important non-renewable natural resource which must be protected if it is to be available for the use of future generations.

In addition, farm operators need to be assured that their investment in and commitment to agricultural production will not be adversely affected by conflicting land uses. For example, non-farm residences in agricultural areas may create problems for farmers such as lack of weed control, dogs or increased traffic volumes conflicting with slow moving farm machinery. Conversely, non-farm households may find farm odours and noises objectionable.

In summary, Council's objectives are:

1. **To protect the major areas of agricultural production and other lands suitable for agriculture from loss to other uses.**
2. **To ensure that uses that would result in conflicts with agricultural operations are not established in productive farming areas.**

5.1.3 Policies for Agricultural Resource Areas

The policies required to support Council's objectives in agricultural areas include: the designation of these areas, the definition of permitted uses, criteria for severances, and how to deal with pockets of poor land in agricultural areas.

5.1.3.1 Permitted Uses in Agricultural Resource Areas

Farmland can best be protected from non-agricultural uses by identifying agricultural land and through policies in this Plan providing that non-agricultural uses locate elsewhere. The suitability of an area for agriculture is a function of a number of variables including soil capability, type of agricultural land use and degree of fragmentation by non-agricultural uses. The overall intent is to identify large blocks of agricultural land.

Agricultural Resource Areas designated on Schedule A are based on soil maps for Ottawa-Carleton from the Ontario Institute of Pedology. The designations include, firstly, almost all land having a capability for agriculture of class 1, 2 or 3. Secondly, they include certain land contiguous with the above having a capability for agriculture of class 4 or poorer that showed evidence of being actively farmed. Thirdly, they include certain specialty crop areas. The boundaries of the Agricultural Resource Area have been drawn so as to prevent the penetration of non-agricultural development into agricultural areas.

In Agricultural Resource Areas, primarily agriculture land uses directly related to agriculture, which of necessity must be close to farm operations, will be permitted in order to minimize conflicts. It is not expected that the farm population will increase significantly. The need for additional non-residential uses in the rural area will come from the travelling public or an increase in non-farm population. The Plan provides for these needs to be met in villages and on lands designated General Rural Area.

In summary:

1. **Agricultural Resource Areas are designated on Schedule A where the following uses are permitted:**
    - a) **farming,**
    - b) **forestry,**
    - c) **uses related to the conservation or management of the natural environment,**
    - d) **open space and open air recreational uses on land which has a capability rating for agriculture predominantly of class 5 or poorer as determined from soil maps of Ottawa- Carleton prepared by the Ontario Institute of Pedology, provided such uses do not adversely affect the natural characteristics of the environment and do not adversely affect adjacent agricultural operations.** [Ministerial Modification 14, September 28, 1989]
    - e) **industrial and commercial uses directly related to agriculture which of necessity must locate close to farm operations, including such uses as livestock assembly points, grain drying, storage for farm produce, and custom machinery operators. Wherever possible, these uses shall be located on land that is of low capability for agriculture. Furthermore they shall not adversely affect agricultural operations in the general vicinity,**
    - f) **quarries, including underground mining, on land that is of low capability for agriculture,**
    - g) **pits which, if established on land that is of high capability for agriculture, shall be subject to a rehabilitation plan showing how the site shall be rehabilitated for productive agricultural use,**
    - h) **wayside pits and quarries which, if established on land of high capability for agriculture, shall be subject to a rehabilitation plan showing how the site shall be rehabilitated for productive agricultural use,**
    - i) **once a pit, quarry, underground mine, wayside pit or wayside quarry has been exhausted and the licence has been surrendered, uses may be permitted in accordance with (a) to (e), and (j) to (l)**
    - j) **residential infilling in accordance with Section 4.2.4.**
    - k) **A single-family dwelling and accessory buildings on each lot existing and fronting on a public road which is maintained year-round.**
    - l) **residential development in accordance with Sections 5.1.3.2 and 5.1.3.3.**
2. **In implementing policy 1 above, Council shall seek the advice of the Ministry of Agriculture and Food and, among other things, shall have regard to:**
    - a) **the Foodland Guidelines and any succeeding policy statement adopted pursuant to Section 3 of the *Planning Act, 1983*,**
    - b) **the soil maps of the Regional Municipality of Ottawa-Carleton prepared by the Ontario Institute of Pedology,**
    - c) **the Agricultural Code of Practice dated 1976.**

5.1.3.2 Farm Severances in Agricultural Resource Areas

Farm severances that create new building lots lead gradually to the fragmentation of farm land and to loss of land for farm production. In addition every new house is a potential source of conflict with farming operations. Over time, houses change hands and the initial farm resident may be replaced by residents with an urban background who are less sympathetic to farming practices. These considerations become more important in the long term and therefore the creation of severances should not continue indefinitely.

REFERRED TO O.M.B. #11

The policies for retirement severances are based on the philosophy that to be eligible for a severance a person should have dedicated a substantial part of his/her working life to the business of farming.

The *Planning Act, 1983* permits Council to delegate its authority to grant severances. In 1987 this authority had been delegated to a Regional Land Division Committee (for Cumberland, Goulbourn, Osgoode, Rideau, Rockcliffe Park and West Carleton) and to local Committees of Adjustment in all other area municipalities.

In summary:

3. In Agricultural Resource Areas, farm severances may be permitted:

   a) to create one lot for each farmer for retirement purposes, provided a lot for that purpose has not been created from the farm holding after January 1, 1970;

   b) to create one lot for each farm holding existing on the date of adoption of this policy for full-time farm-help purposes, provided that a lot for that purpose has not been created previously from the original farm holding;

   c) for a dwelling made surplus through farm consolidation;

   d) for making boundary adjustments between farms, providing no building lot is created; and

REFERRED TO O.M.B. # 11

   e) for creating a new holding intended to be used exclusively as an agricultural operation, providing the size of such holding and the remaining parent parcel are sufficiently large to make them suitable for the type of operations proposed. In this regard, Council, or the body to whom it has delegated its authority, shall seek the advice of the Ministry of Agriculture and Food.

For the purpose of policy 3 a) a "farmer" is defined as someone whose primary occupation consists of working on a farm. The farmer shall have worked on a farm in Ontario for at least 20 years and shall be retiring from farming at the time the severance is granted. For the purpose of policy 3b), the need for such must be demonstrated, having regard for the scale of the farming operation.

5. When considering a proposal to create a lot in accordance with policies 3 a) and 3b) above, Council or the body to whom it has delegated its authority shall:

   a) seek the advice of the Ministry of Agriculture and Food with the object of ensuring that there will be no adverse effect on agricultural operations in the general vicinity and, in particular, to have regard to the Agricultural Code of Practice dated 1976.

   b) consider the desirability of the lot being located on land of low capability for agriculture.

   c) require sufficient evidence to demonstrate site suitability for private individual services as provided in policy 10 of Section 10.1.2.

   d) permit a severance which creates an additional access to a regional road only when there is no reasonable alternative location for road access.

5.1.3.3 Areas of Poor Land in Agricultural Resource Areas

Areas of poor land not in agricultural use exist within Agricultural Resource Areas. These areas are surrounded by agricultural operations. Because of their small size and scattered nature they have not been designated General Rural Area as this would permit a broad range of uses, some of which, including country lot subdivisions, would be incompatible with the surrounding agricultural operations. The policies below recognize the difference between these pockets and the surrounding farm land but establish criteria to minimize the likelihood of conflicts arising between activities permitted on these pockets and farming operations.

If area municipalities wish to permit development on these areas, either the areas may be designated in local official plans through an amendment which has considered all of the lands in the area municipality designated Agricultural Resource Area, in order to enable an overall appreciation to be reached of the impact of the policy on the whole farming community in each area municipality before it is decided whether such a policy is desirable; or local official plans may contain policies to permit such development, subject to specific zoning by-law amendment.

In summary:

REFERRED TO O.M.B. # 12

6. Non-farm residential lots may be created by severance in areas designated Agricultural Resource in this Plan on land which displays all of the following characteristics:

   a) has a capability rating for agriculture predominantly of class 5 or poorer as determined from the soil maps of Ottawa-Carleton prepared by the Ontario Institute of Pedology,

   b) is not being used or capable of use as part of an adjacent agricultural operation,

   c) has frontage on a public road which is maintained year-round,

   d) is sufficiently wooded with mature trees so that houses can be buffered from adjacent farm operations,

providing the local official plan either contains policies to permit such lots by specific zoning by-law amendments, or such land has been designated by an amendment that considers all of the lands designated Agricultural Resource Area in that area municipality.

DEFERRED TO O.M.B. #12

7. **In implementing policy 6 above, Council shall ensure that no new areas of strip development will be established. In addition Council shall have regard to the *Agricultural Code of Practice*, dated 1976.**

8. **Lots created in accordance with policy 6 shall have a minimum size of two hectares and meet the requirements of policy 10 in Section 10.1.2.**

5.2 MINERAL RESOURCES

5.2.1 Introduction

In Ottawa-Carleton the major mineral resources are limestone, sand and gravel. Mineral resources play an important role in today's society. They are used in a wide range of construction for houses, schools, shopping centres and factories, for road construction and repair; and for sewer and water pipes - to name just a few. They may be used in a relatively natural state such as for fill or for road base or they may be manufactured into materials used in the construction industry such as concrete, concrete products, asphalt or brick.

5.2.2. The Supply of Mineral Resources

The Ministry of Natural Resources has assessed the quality and quantity of limestone, sand and gravel in Ottawa-Carleton. However, not all this material is available for extraction because of existing land uses and other factors.

Reserves of limestone are estimated at 49.8 billion tonnes and have been classifed into two grades of quality. The Class 1 material (that best suited for asphalt and concrete manufacture) comprises approximately 44.5 billion tonnes.

The reserves of sand and gravel are much less than those of limestone. They have been classified into four grades of which the top three satisfy different quality standards established by the Ministry of Transportation for the production of asphalt and concrete or as a road base. Reserves of these top three grades total 49 million tonnes - excluding reserves on Transport Canada land at the Ottawa International Airport.

5.2.3 Factors Affecting the Availability of the Mineral Deposits

Three factors, economic, environmental and the quality of material affect the ready availability of suitable material and hence which areas should be designated "Mineral Resource".

5.2.3.1 Economic Considerations

Transportation costs are a high proportion of the final cost of aggregate. To reduce costs, it is preferable that pits and quarries be established close to their major markets and the Ministry of Natural Resources notes that, in Ottawa-Carleton, new limestone quarries (as distinct from the expansion of established ones) are generally being established no further than 14 kilometres[1] from the edge of the urban area. For sand and gravel, however, the limited availability of good quality material permits economic extraction at greater distances.

For quarries, a second economic consideration is the depth of surface material that has to be stripped away before the mineral resource is exposed. The Ministry of Natural Resources indicates that in Ottawa-Carleton it is usually not economic to remove more than 1.5[2] metres of surface material.

5.2.3.2 Environmental Considerations

The following environmental constraints were considered in identifying land to be designated "Mineral Resource":

- land designated Natural Environment Area, Marginal Resource Area (Restricted), Agricultural Resource Area or an area for urban development;
- land in the Ottawa and Rideau River Corridors;
- land in the greenbelt;
- houses, approved residential subdivisions and land within villages.

5.2.3.3 Quality of Material

Because so much Class 1 limestone is potentially available, Class 2 areas need not as a general rule be designated. However, in order to minimize transportation costs some Class 2 limestone in the northeast part of the region has been designated as nearly all the adjacent Class 1 deposit is sterilized by environmental factors.

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[1] this figure is intended for information purposes; it is not intended to be construed that quarries should not be permitted beyond this distance.

[2] this figure is intended for information purposes; it should not be construed that mineral extraction should not be permitted where the surface material exceeds 1.5 metres in depth.

Because of the limited supply of the top three grades of sand and gravel all such deposits should be designated unless sterilized by environmental factors.

5.2.4 Areas for Mineral Resource Designation

As noted above, all the deposits of the top three grades of sand and gravel should be designated unless sterilized by environmental factors.

Of the limestone deposits that meet the criteria noted in Sections 5.2.3.1, 5.2.3.2 and 5.2.3.3 not all need be made available at this time. In selecting which deposits to designate, four factors were considered together:

- areas within which there are existing pit or quarry licences,
- areas closer to the urban area,
- areas closer to provincial highways,
- the larger areas.

5.2.5 Protection of Pits and Quarries not within Mineral Resource Areas

Because existing extractive operations comprise a significant proportion of the future regional supply of aggregate it is important that they be fully utilized and not have their operation restricted by new development locating too close to them.

A second matter concerning the protection of pits and quarries relates to designating the area under licence in zoning by-laws. There are several advantages to this.

First, by designating pits and quarries they are given the status of a conforming use and hence if any on-site structures used in the extractive operations are destroyed they can be rebuilt and the operation continue.

Second, identifying them on a map assists the process of reviewing proposed adjacent developments described below.

Third, it serves as information to make would be purchasers of adjacent land aware of a licenced area if extraction has not yet commenced. This may act in deterring the establishment of incompatible uses nearby.

5.2.6 Silica Sand

Silica sand is a mineral whose principal uses in Canada are sand in glass manufacture, foundry sand, smelter flux, the production of artificial abrasives and the manufacture of ferro-silicon. Reserves of lower grade sands from Ontario and Quebec can supply most of these industries, however, most of the higher grade sand required in the glass and foundry industries must be imported from the United States.

Six deposits of high grade silica sand have been identified in eastern Ontario. One is in Otawa-Carleton, northwest of Harwood Plains in the City of Kanata (Lot 20, Concession III). At the present time, the need to designate the particular deposit in Ottawa-Carleton vis-a-vis the five other locations in eastern Ontario is not clearly established, nevertheless any proposed development that would sterilise the deposit should be reviewed before deciding whether or not the development should proceed.

5.2.7 Policies

Council therefore:

1. **Designates as Mineral Resource Area the areas shown on Schedule A.**
2. **Intends that in Mineral Resource Areas the following uses be permitted:**
    - a) **pits, quarries and underground mining[1];**
    - b) **wayside pits and quarries;**
    - c) **farming;**
    - d) **forestry, and**
    - e) **other non-residential uses associated with the above provided they do not prevent the opening of a pit, quarry, wayside pit or quarry.**

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[1] "underground mining" means mining horizontally into the rock from a quarry face without disturbing the ground above.

3. **Intends that in Mineral Resource Areas once a pit, quarry, underground mine, wayside pit or wayside quarry has been exhausted and the licence has been surrendered, uses in addition to those listed in 2 may be permitted in accordance with policies of Section 4.2.3 (General Rural Areas) except that residential uses may not be permitted. Use of land according to this policy shall ensure that the possibility of mineral extraction from other lands designated Mineral Resource Area will not be limited.**

4. **Intends that in Mineral Resource Areas if technical information, having been reviewed by the Ministry of Natural Resources, demonstrates that the mineral resources of a particular site are not suitable for exploitation the site may be used in addition to uses listed in policy 2, in accordance with policies of Section 4.2.3 (General Rural Areas) except that residential uses may not be permitted and where the Mineral Resource Area encompasses areas of organic soil designated on Schedule G the Environmental Constraints policies (Section 7.2.2) shall apply. Use of land according to this policy shall ensure that the possibility of mineral extraction from other lands designated Mineral Resource Area will not be limited.**

5. **When approving or considering local official plans, plans of subdivision, plans of condominium, severances, zoning by-laws, and site plans affecting land within a distance of 450 metres, in the case of limestone deposits, and 120 metres, in the case of sand and gravel deposits from the boundary of a Mineral Resource Area shall seek the advice of the Ministry of Natural Resources and the Ministry of the Environment to ensure the opportunity to extract minerals from the lands designated Mineral Resource Area will not be restricted.**

6. **When approving or considering local official plans, plans of subdivision, plans of condominium, severances, zoning by-laws, and site plans affecting land within a distance of 450 meters of the licenced area of a quarry or wayside quarry, or 120 metres of the licenced are of a pit or wayside pit, shall seek the advice of the Ministry of Natural Resources and the Ministry of the Environment to ensure the method of extraction and the ultimate extent of the extractive operation will not be restricted.**

7. **Intends that the licenced area of pits and quarries shall be zoned exclusively for extraction in zoning by-laws except in areas designated Natural Environment Area, Marginal Resource Area (Restricted), and areas designated with the suffix "(River Corridor)". Such zoning may not be required for licenced areas which the Ministry of Natural Resources advises are of minor resource value by virtue of the amount of material available for extraction.**

8. **Intends that local official plans of area municipalities shall incorporate policies 1 and 2 above but that policies may be established which require an amendment to a zoning by-law prior to the establishment of a pit or quarry.**

9. **Intends that notwithstanding policies elsewhere in this Plan, where quarry faces exist as of the date of adoption of this policy by Council, underground mining may be permitted including the utilization of space created by such mining, subject, among any other requirements, to the satisfaction of any Regional concerns relating to waste disposal and to the provision of water, sewer, roads and public transport.**

10. **When approving or considering local official plans, plans of subdivision, plans of condominium, severances, zoning by-laws, and site plans affecting land within a distance of 450 metres of Lot 20, Concession III, City of Kanata, intends that notwithstanding the General Rural Area designation, to seek the advice of the Ministry of Northern Development and Mines in determining whether or not the proposal should be permitted having regard to the importance of the silica sand deposit on the property vis-a-vis other deposits in eastern Ontario.**

11. **Intends not later than ten years from the adoption of these policies to consider whether additional areas should be designated Mineral Resource Area.**

5.3 NATURAL ENVIRONMENT AREAS

5.3.1 Introduction

Ottawa-Carleton contains a range of vegetation, topographic, wildlife and geological characteristics within its boundaries with these features often occupying the same geographical area or being contiguous with one another. The objectives for maintaining such features or areas, not all necessarily applying in all cases, are:

- to preserve areas for wildlife;
- to preserve areas of scientific or educational value;
- to preserve areas of botanical interest;

- to preserve areas of scenic value;
- to set aside land for forestry purposes; and
- to preserve water supplies and wetlands.

The Natural Environment Areas identified on Schedules A and B are not necessarily all those that should be protected, but they are the most important ones within the planning area. Area municipalities may make designations of additional areas of local significance in their official plans.

In identifying those areas designated on Schedule A and B as Natural Environment, the Region commissioned two major studies[1], and in addition utilized advice from several other sources – notably that from the Conservation Authorities, the Ministry of Natural Resources and the Ottawa Field Naturalists' Club.

The designation of land as a Natural Environment Area is intended to protect the area and does not mean the land is available for public use. Use by the public is only permitted where land is publicly acquired. Such land will be the subject of management plans which will set out what types of activities will be provided for. Management plans will be prepared with consideration for the interests of private owners of adjacent lands. Where land is not publicly acquired, permission for access is at the discretion of the owner. The use of land in the natural environment areas will be governed by the policies established in Section 5.3.6.

5.3.2 Land Acquisition

In order to achieve the objectives for the Natural Environment Areas as stated in Section 5.3.1 land acquisition will be required in order to preserve these areas. However many landowners do not wish to dispose of their property and acquisition will be pursued only if the owner is interested in selling.

The policies for acquisition are set out in Section 5.3.6.

5.3.3 Public Work

Council recognizes that some public work may have an adverse impact on Natural Environment Areas, either from the construction of the work or from their subsequent use. At the same time it recognizes that some public work may be required in order to ensure proper management of these areas. Council's intent is to prohibit the former and to permit the latter.

Under the *Planning Act, 1983*, public work may be controlled through an official plan if they fall within the jurisdiction of a council or a local board. Such public work is the subject of policies in Section 5.3.6.

For public work not controlled by this Plan, Council intends to have regard for the objectives for the Natural Environment Areas as set out in Section 5.3.1 when providing comments on the work proposed.

5.3.4 Geomorphic, Geological and Landscape Features

In addition to the Natural Environment Areas there are throughout the planning area other types of natural features which warrant special consideration.

In 1975 the Regional Municipality and the Ministry of Natural Resources undertook a survey of the planning area to identify geomorphic and geological features whose preservation is desirable. These are shown on Schedules A and B. The objective is that a sufficient amount of each feature should be preserved so that its characteristics can still be observed.

Other features which are valuable elements of the landscape should be protected. These may, for example, be points from which excellent views of the surrounding countryside can be obtained or conversely be themselves significant visual components of the rural scene. Excellent examples in this latter regard are the several escarpments in the Orleans and Cumberland area. In order that the landscape value of these escarpments is not impaired, two concerns are paramount to keep the scarp face free from development including quarrying, and to ensure that any development above the escarpment is set back so as not to be visible from below. It is intended that protection be appropriate to the different characteristics of each situation.

5.3.5 Conservation Area (Urban)

Within the outer limit of the greenbelt are certain areas of publicly-owned land which for varying reasons are of environmental significance. These areas and their most significant features include:

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[1] Reed, Dr. Robert M., *An Ecological Study of Conservation-Recreation Areas in the Regional Municipality of Ottawa-Carleton* (2 reports), University of Ottawa, 1975 and 1976.

- Britannia woods, pond and shoreline - which has a large diversity of habitats accounting for both a wide variety and large number of birds, herptiles and other forms of wildlife;

- the shoreline and cliffs of Rockcliffe Park - the shoreline and adjacent limestone cliffs support 30 known significant species of plants and a breeding colony of the Northern Two-lined Salamander;

- Rockcliffe Airbase woods - which is a relatively undisturbed forest community with several significant or unusual plant species (e.g. Shagbark Hickory, Bitternut Hickory).

The importance of protecting these areas relates both to their significant environmental features and to their relative proximity to the urban centre which make them accessible to a large number of potential users.

Since such lands are already in public ownership, there is not the same need to make provision for limited development or use as Council feels is desirable for land in private ownership. The types of permitted uses are restricted to those that will not significantly affect the natural environment. Due to their proximity to a large population restrictions on use may in fact be a necessary consideration in the management of these areas to ensure protection of their sensitive features.

Development should be limited to anything necessary in the interests of conservation. As such, the construction of recreational facilities would generally not be in keeping with the intent of this designation.

5.3.6 Policies

Council therefore:

1. **designates as Natural Environment Area the areas shown on Schedules A and B.**
2. **intends that in Natural Environment Areas the following may be permitted.**
   - a) **a single family dwelling and accessory buildings on each lot existing and fronting on a public road which is maintained year-round,**
   - b) **farming, including the residential accommodation requirements of the farming activity,**
   - c) **forestry purposes as defined in the *Forestry Act, R.S.O. 1980*,**
   - d) **recreational uses which do not adversely affect the natural characteristics of the environment,**
   - e) **uses that will assist in conserving or managing water supplies, wildlife or other natural characteristics,**
   - f) **uses which will utilize the natural characteristics of these areas for scientific or educational purposes,**
3. **intends that in Natural Environment Areas:**
   - a) **to advertise that it is prepared to acquire land if the landowner wishes to sell,**
   - b) **at the request of the landowner to negotiate a price but if after a period of six months an agreement has not been reached, with the concurrence of the landowner, to have the price determined in accordance with *The Expropriations Act*, or alternatively,**
   - c) **at the request of the landowner to acquire the property through expropriation in accordance with *The Expropriations Act*,**
   - d) **not to acquire improvements unless requested by the landowner,**
   - e) **to be prepared to buy a part of a property providing that the size of the part not acquired satisfies the requirements of the area municipality.**
4. **intends that in Natural Environment Areas:**
   - a) **to place land it acquires under its management agreement with the Ministry of Natural Resources. However should some other management arrangement be proposed and such were considered feasible and desirable by Council such could be considered,**
   - b) **to establish local advisory committees to review the management program developed by the Ministry of Natural Resources which may advise the Council and Regional Planning Committee accordingly, after consultation with interested parties. The terms of reference for such committees shall be established, as required,**
   - c) **to consult with the Ministry of Natural Resources in order to achieve the following management practices on land it owns:**

   i) **recreational uses should be established only after a management plan has been prepared in conjunction with the committees noted in 4b),**

   ii) **land should be developed for public use only if it has access from an open right-of-way or from other public land itself having such access,**

   iii) **boundary markers should be placed at the four corners of property owned by the Region,**

   iv) **land may be leased to another party for a specified purpose having regard for the interests of adjacent landowners, the physical features on the property and Council's objectives as stated in section 5.3.1.**

  d) **to continue to pay full grants in lieu of taxes to area municipalities on lands acquired, with such grants being at the municipal residential mill rate,**

  e) **to be prepared to entertain requests from area municipalities for grants to cover additional municipal costs demonstrated to result from the use or management of Regional land in the Natural Environment Areas.**

5. **intends that where environmental constraints as shown on Schedule G occur within Natural Environment Areas, the policies of Section 7.2 shall apply also.**

6. **intends that, any public work (as defined by the *Planning Act, 1983*) within the Natural Environment Areas or Conservation Areas (Urban) shall not be constructed until it has been the subject of an environmental impact study undertaken jointly by the proponent and Council to determine the environmental impacts of the proposal and to recommend whether the project should be undertaken, and, if so, under what conditions.**

7. **intends that for public work not within the purview of the *Planning Act, 1983* to have regard for the objectives for the Natural Environment Areas as set out in Section 5.3.1 when providing comments on the work proposed. Council will similarly have regard for the environmental features of the Conservation Areas (Urban) as described in Section 5.3.5.**

8. **intends that when approving or considering local official plans, plans of subdivision, plans of condominium, severances, zoning by-laws and site plans or amendments to one or more of them, will in addition to the above policies, have regard for the objectives for geomorphic, geological and landscape features as stated in Section 5.3.4.**

9. **intends in Conservation Areas (Urban) policies 2e) and 2f) will apply and in addition recreational uses that make use of and do not detract from the environment of the location in question will be permitted.**

5.4 MARGINAL RESOURCE AREAS (RESTRICTED)

Council recognizes that some areas because of their natural features require land use and development policies which are more limited than those otherwise appropriate for General Rural Areas. These areas have been designated Marginal Resource Area (restricted) with the following objectives:

- to protect areas for wildlife;
- to protect areas of scientific or educational value;
- to protect areas of botanical interest;
- to protect areas of scenic value;
- to set aside land for forestry purposes; and
- to protect water supplies and wetlands.

Lands designated Marginal Resource Area (restricted) are intended for the preservation of the natural land and environment primarily through private ownership.

In summary, Council proposes that:

1. **The lands designated Marginal Resource Areas (Restricted) on Schedule A shall remain essentially in their present state.**

2. **Land uses, activities and other policies considered appropriate for Marginal Resource Areas (Restricted) are:**

   a) **farming, including the residential accommodation requirements of the farming activity;**

   b) **forestry;**

   c) **recreational uses which do not adversely affect the natural characteristics of the environment;**

d) uses that will assist in conserving or managing water supplies, wildlife or other natural characteristics;

e) uses which will utilize the natural characteristics of these areas for scientific or educational purposes;

f) a single family dwelling and accessory buildings on each lot existing and fronting on a public road;

g) country lot residential development in accordance with Section 4.2.3 provided that any application for such development be accompanied by appropriate studies that demonstrate that the development;

  i) will not adversely affect public health and safety, that is, will not pollute ground water, will not result in the development of hazard lands, and will be located away from incompatible areas,

  ii) has a proven availability of an adequate quality and quantity of ground water for private wells, and in particular, has a minimum flow of 3 gallons per minute for each lot,

  iii) will cause no adverse impact both on and off the site on such matters as deer, waterfowl, features of botanical significance, wetlands, forestry resources or scenic attributes. The appropriate studies required in this policy shall be carried out by persons qualified in the particular disciplines affected, and

  iv) retains sufficient lands in a natural state to achieve the objectives for Marginal Resource Areas (Restricted);

h) other uses, provided it can be demonstrated that they will assit in the preservation of these lands or are not detrimental to the local character of the natural environment.

3. In order to assist in the preservation of these lands, it is necessary that certain levels of government and public agencies assume specific responsibilities to control public activities and to assist the private landowners to protect and preserve the natural environment.

4. When an application is made to sever or subdivide land for the purposes of development, Council shall decide whether it is necessary to acquire such lands in order to ensure the objectives for Marginal Resource Areas (Restricted) are met. If Council decides to acquire such lands, an offer of purchase shall be made according to the procedures in policies 3b) or 3c) of Section 5.3.6.

PART 6: HOUSING

6.0 INTRODUCTION

The private sector, all levels of government and various non-profit agencies are involved in the provision of housing. In addition to its role as approver of local official plans, plans of subdivision and plans of condominium, the Region's role in housing is primarily a coordinating one. It includes responsibility for overall housing research, the preparation of a Regional Housing Statement, assisting area municipalities in implementing housing programs, monitoring the housing actions of the federal and provincial governments and area municipalities, and establishing housing requirements in Ottawa-Carleton. The Region is also involved in special needs housing, including emergency housing and housing registries. Area municipalities are responsible for the delivery of housing programs, including the provision of assisted housing.

Shelter is a basic human need. Everyone should be adequately housed. Adequacy is defined as sufficient numbers of dwelling units of a certain minimum standard. In the past the private sector and governments have generally been able to provide an adequate amount of housing. However, some people have to pay more than a desirable proportion of their income on housing provided by the private sector, and others cannot afford such housing. The question of the availability of affordable housing is therefore of interest to the Region. In defining the regional interest, it is recognized that all levels of government have a similar interest.

In summary the regional interest is in:

1. **The adequacy and affordability of housing for all residents of Ottawa-Carleton.**

6.1 OBJECTIVES FOR HOUSING

Over 90 percent of new dwelling units are expected to be built by the private sector. The Region can help the private sector provide adequate and affordable housing in several ways.

If services necessary for urban development are provided in a planned manner, the private sector can make commitments to develop with confidence. This aspect is dealt with in Parts 2 and 10 of this Plan.

The Region, which approves plans of subdivision and plans of condominium, can also attempt to maintain a minimum supply of draft approved and registered lots/units available for development. A minimum of a two year supply of vacant land for each housing type (single detached, multiples and apartments) in draft-approved and registered plans of subdivision is considered adequate, having regard for past experience in Ottawa-Carleton. In addition, overall housing research done by the Region can aid the private sector in responding to changing situations.

The Region has a minimal role to play in the financing and development of housing. However, it can influence the parties who play a more important role in these areas (e.g. federal and provincial governments, and the private sector), and it can encourage the production of housing that people can afford.

The 1986 housing stock represents approximately 75 percent of the housing requirements in 2001. Positive action to maintain this stock in good condition will be cheaper in the long run than allowing it to deteriorate and replacing it with new construction. Furthermore, older residential areas have an established character which adds variety to the urban area and their different architectural styles provide historic continuity.

Some groups, such as the disabled, have special housing needs which must be met.

In summary, Council's objectives are:

1. **To support the private housing industry by:**
   a) **maintaining at least a two year supply of vacant land by housing type in draft approved and registered plans of subdivision and**
   b) **providing information on housing requirements.**
2. **To influence those parties in the federal and provincial governments, agencies and the private sector who are responsible for housing, so that their actions and programs are directed to meeting region-wide housing requirements.**
3. **To encourage the production of housing that people can afford.**
4. **To encourage the maintenance and, where necessary, improvement of the existing housing stock.**
5. **To aid in meeting the housing requirements of special needs groups.**

6.2 POLICIES FOR HOUSING

This Plan is primarily to provide guidance for the physical development of the municipality. Policies below address six aspects considered to be within the purview of an official plan.

6.2.1 The Regional Housing Statement

Housing policies must change quickly in reaction to changing conditions and deal with matters such as program delivery. The Regional Housing Statement and subsequent Updates are the appropriate vehicles for these policies. The Regional Housing Statement is primarily a document to establish housing targets over a five year period, whereas this Plan is more long-term. Consequently policies in this Plan provide for a Regional Housing Statement as the vehicle for detailed housing policies.

Area municipalities also prepare Housing Statements. The Region is asked by the Minister of Housing to concur with them. There is no requirement in law that local housing statements conform to the Regional Housing Statement. However, since municipalities can influence, directly and indirectly, the provision of housing, this Plan requires that the Region satisfy itself that housing targets and policies and programs to achieve them have been adequately addressed before concurring with local housing statements.

In summary:

1. **Council shall adopt a Regional Housing Statement to establish housing targets over a five year period for:**
    - a) **the total number of housing units by type and tenure to be provided by the private market, and**
    - b) **the number and type of assisted housing units for households whose housing needs are not expected to be met by the private market**

    and to incorporate policies and programs designed to ensure that the established housing targets are met.
2. **Council shall prepare a Regional Housing Statement Update every five years which will review housing targets, policies and programs.**
3. **Council shall review annually the progress in meeting housing targets and adjust its policies and programs, if necessary, in an Annual Housing Review.**
4. **Before concurring with area municipal housing statements and updates, Council shall satisfy itself that the housing targets and policies and programs will provide for:**
    - a) **sufficient number of housing units by type and tenure to be provided by the private market; and**
    - b) **sufficient number and type of assisted housing units for households whose housing needs are not expected to be met by the private market.**
5. **Council shall cooperate with and make representations to the federal and provincial governments, the private housing industry and non-profit and cooperative housing corporations and other agencies in order to meet the identified regional and local housing targets.**

6.2.2 Land for Building

Objective 1a) above establishes the objective of maintaining a two year supply of vacant land for single detached, multiple and apartment housing types in draft-approved and registered plans of subdivision. Land is continually being developed and plans of subdivision and plans of condominium are continually being registered and draft approved. To ensure the objective is met the situation must be reviewed regularly. The policy below commits the Region to doing this annually. No policy is provided as to actions which may be taken in the event the objective is not being attained, because such actions would depend on the reasons for the shortfall in supply.

In summary:

6. **Council shall review annually the supply of vacant land designated for residential development in draft approved and registered plans of subdivision against the objective to have a minimum of two years supply of such land by housing type.**

6.2.3 Affordable Housing

There are several aspects to the production of affordable housing.

Case studies have shown that the cost of housing being built by the private sector can be reduced through such things as changes in design, smaller lots, zero lot line developments and narrower streets. In addition, it is generally cheaper to create additional dwelling units in the existing housing stock through conversions, than to build new units. The regulation of these matters is primarily in the hands of area municipalities. For this reason, the policy (below) is based on the expectation that area municipalities will investigate ways to reduce the cost of housing.

The federal and provincial governments determine the amount of funding available for assisted housing. Within these limits the responsibility for providing assisted housing rests primarily with area municipalities. This Plan contains an expectation that the targets for assisted housing units will be met by area municipalities and private non-profit housing corporations and other agencies.

Many low-income households pay more than 30 percent of their income on housing and need some form of income assistance to defray some of their shelter costs. The main responsibility for financing housing and income programs lies with the federal and provincial governments. However the Region may be able to play a role in developing new programs or participating in pilot projects.

In summary:

7. **Council encourages area municipalities to investigate periodically how to reduce the cost of housing through, among other things:**

   a) **smaller lots,**

   b) **greater flexibility in the siting of houses,**

   c) **revised standards in the design of streets, sidewalks and other site improvements, and**

   d) **increased use or intensification of the existing housing stock**

   and to amend local official plans, zoning by-laws, maintenance and occupancy standards by-laws and other building by-laws if deemed desirable.

8. **Council expects the requirements for assisted housing units established in the Regional Housing Statement to be met by area municipal and private non-profit and cooperative housing corporations and other agencies.**

9. **Council expects the federal and provincial governments to develop housing and income programs so that people do not have to pay an undue amount of their income on housing, and may from time to time propose new programs or participate in pilot projects to test them.**

6.2.4 Improving the Housing Stock

The housing stock requires continual maintenance. Individual owners are often encouraged to maintain their properties, if local community facilities and services are improved. This may be done through the development and implementation of community improvement plans, responsibility for which rests with area municipalities. The responsibility for maintenance and occupancy standards by-laws also rests with area municipalities.

In summary:

10. **Council encourages area municipalities to adopt and implement community improvement plans and maintenance and occupancy standards by-laws and to take advantage of federal and provincial programs designed to upgrade and improve established areas and particularly the housing stock.**

6.2.5 Condominium Conversion

Since 1976 the Region has applied a policy limiting the conversion of rental buildings to buildings of condominium tenure, in order to protect the existing stock of affordable rental housing.

The *Rental Housing Protection Act, 1986* provides that area municipalities are responsible for regulating the conversion of rental units to condominiums, equity co-ops or other forms of tenure defined in the Act. However, the *Rental Housing Protection Act, 1986*, includes a sunset clause and will lapse on 30 June, 1988. The policy below provides the basis of an appeal in the event area municipalities approve conversions. It also ensures that there is a policy in effect in Ottawa-Carleton after 30 June, 1988, should the provincial government not replace the *Rental Housing Protection Act, 1986* with other legislation.

In summary:

11. **The conversion of rental housing to condominiums, equity co-ops and other forms of tenure shall be approved only when the vacancy rate for the municipality in which the units to be converted are located exceeds 3 percent [as reported by the Canada Mortgage and Housing Corporation (CMHC) bi-annual apartment vacancy survey] for two successive surveys. However, a heritage building designated under parts IV or V of the *Ontario Heritage Act* may be exempted from this policy at the discretion of the area municipality.**

6.2.6 Special Needs Housing

Special needs housing is housing for people who require special services. Often such services and the cost of housing may be subsidized by one or more levels of government. In some cases people's needs are met by institutions such as homes for the aged and nursing homes or quasi-institutions such as domiciliary hostels.

In other cases, group homes provide a supportive living arrangement. A group home means a residence that is licensed or funded under an Act of the federal or provincial government for the accommodation of three to ten persons, exclusive of staff, living under supervision in a single housekeeping unit and who, by reason of their emotional, mental, social or physical condition or legal status, require a group living arrangement for their well-being.

Area municipalities may regulate group homes through zoning by-laws. So that no one or two municipalities take a disproportionate share of these facilities, the following policy requires area municipalities to permit group homes in all zones where primarily residential uses are permitted.

The Region provides emergency housing for those who have no shelter. In 1987 it did this by operating an emergency shelter for families and through purchase of service agreements with charitable and non-profit organizations for emergency housing for homeless individuals.

In summary:

12. **Zoning by-laws shall permit group homes in all areas where primarily residential uses are permitted and may regulate separation distances between group homes and the location of certain types of group homes.**

13. **Council shall provide emergency housing either directly or by way of purchase of service agreements with other agencies.**

PART 7: ENVIRONMENTAL CONSTRAINTS

7.0 INTRODUCTION

Constraints to development because of environmental conditions fall into four categories – flood plains, organic soils and other wetlands, unstable slopes and land affected by noise.

One of the goals upon which this Plan is based is to "protect inhabitants from exposure to adverse environmental influences". The four environmental constraints identified above are the ones with which the Region is concerned. The prime concern is that people's health and safety or their property not be endangered by inappropriate development in areas affected by environmental constraints.

In summary, the regional interest is in:

1. **The protection of people and property from the risks posed by inappropriate development in environmental constraint areas.**

7.1 OBJECTIVES FOR ENVIRONMENTAL CONSTRAINTS

The risks posed by inappropriate development in areas affected by environmental constraints may affect people and property either on or off site. If development is permitted on one area affected by an environmental constraint, even though the effect of the constraint can be mitigated on site, it may aggravate the effects of the constraint elsewhere. As an example, it may be possible to fill or alter the flood plain in such a way as to permit a development on a particular site, but the act of filling or altering the flood plain may result in changes to the flood line so that flood conditions are made worse elsewhere. Thus the regional objective requires consideration of both the site of a specific development and other areas affected by the constraint.

In summary, Council's objective is:

1. **To permit only those developments, in areas affected by environmental constraints, which do not endanger property or the health or safety of occupants on or off site.**

7.2 POLICIES FOR ENVIRONMENTAL CONSTRAINTS

7.2.1 Policies for Flood Plains

Flood plains are mapped by conservation authorities, three of which have jurisdiction in Ottawa-Carleton: the Mississippi Valley Conservation Authority, the Rideau Valley Conservation Authority and the South Nation River Conservation Authority. In areas of Ottawa-Carleton not covered by conservation authorities this responsibility is exercised by the Ministry of Natural Resources.

The Region, consistent with provincial practice, has adopted the one in 100-year flood as the standard to define the flood plain. The floodplains on the major rivers in Ottawa-Carleton have been mapped. However, some flood plains are not mapped and even when mapped, the extent of the flood plain may be subject to interpretation. For these reasons, a policy is included to enable the Region to have regard to information other than flood plain maps when determining if there is a flood plain and its extent.

Mapped flood plains are designated on Schedule G. The same land has an additional designation on Schedules A or B. The effect of the policy below is to prevent the construction of buildings or structures in flood plains except in accordance with specific conditions and the designations on Schedules A or B. In this way the regional objective is implemented. When new or revised flood plain mapping becomes available after the adoption of this Plan, it may be utilized in applying the policies in this section prior to it being incorporated onto Schedule G by an amendment to this Plan.

Having identified a flood plain, a conservation authority may adopt "fill, construction and alteration of waterways" regulations. The effect of these regulations is to require a permit to be obtained from the conservation authority prior to construction or filling in the area affected by the regulations. This Plan contains two different policies which may be applied by area municipalities, depending on whether or not "fill, construction and alteration of waterways" regulations are in effect.

Where the regulations are not in effect, the Region's objective is to have in place a system which only permits development in the flood plain after the proposal has been properly evaluated. This is done through a combination of designating the flood plain in the local official plan and zoning by-law, providing that no development can take place without a zoning by-law amendment, and including in this Plan and the local official plan the conditions under which a zoning by-law amendment may be considered.

Where the regulations are in effect, conservation authorities have power through the regulations to evaluate and regulate development. In this case, area municipalities have two options: either requiring a zoning by-law amendment, as if regulations were not in place; or alternatively, including provisions in their official plan and zoning by-law to permit the issuance of a building permit on land in designated portions of a flood plain, only when consultation with the conservation authority indicates that the issuance of a building permit will not contravene the provisions of the "fill, construction and alteration of waterways" regulations. [Ministerial Modification 15(a), September 28, 1989]

In summary:

1. **Council defines the flood plain as the area covered by water in the event of the 100-year flood. Flood plains which have been mapped are designated on Schedule G. In addition, the appropriate conservation authority, or the Ministry of Natural Resources where no conservation authority exists may further define the flood plain by the two-zone approach: the floodway being that area where development would not be permitted due to depths and velocities of flood waters; and the flood fringe being that area where depths and velocity of flood water may be safely overcome.** [Ministerial Modification 15(b), September 28, 1989]
2. **Council recognizes that in areas not mapped by conservation authorities, flood plains exist which are not designated on Schedule G.**
3. **Further to policies 1 and 2, in order to determine the extent of the flood hazards for the purpose of implementing policies 4, 5 and 6, Council shall have regard to maps delineating the flood plain prepared by the conservation authorities, and in conjunction with the conservation authority, will consider other information, such as land surveys and engineering drawings, as may be pertinent. In addition, Council may require applicants to provide sufficient information to establish whether the policies of this section are met.** [Ministerial Modification 15(c), September 28, 1989]
4. **In flood plains, notwithstanding the designation on Schedules A or B, no building or structure is permitted except in accordance with policies 5 or 6.**
5. **In flood plains which are not incorporated into "fill, construction and alteration of waterways" regulations, zoning by-laws shall not permit construction of buildings or structures except by site specific zoning by-law amendment. Site specific zoning by-law amendments to permit construction of a building or structure may be passed only if:**
   - **a) sufficient information accompanies the application to amend the zoning by-law to show that the proposed development and its occupants will be protected from the effects of a 100-year flood; and**
   - **b) the potential upstream and downstream impacts of the proposal will not significantly affect the hydrology or hydraulics of the flood plain; and**
   - **c) the designation on Schedules A or B permits the proposed development.**
   - **d) the site is located in the flood fringe.** [Ministerial Modification 15(d), September 28, 1989]
6. **In flood plains which are incorporated into "fill construction and alteration of waterways" regulations, area municipalities may implement policy 5 above or zoning by-laws may permit construction of buildings or structures in the flood plain if:**
   - **a) the zoning by-law passed by the area municipality has been prepared in consultation with the appropriate conservation authority and has given consideration to the necessity for the issuance of a permit under the "fill, construction and alteration of waterways" regulations prior to the issuance of a building permit; and** [Ministerial Modification 15(e), September 28, 1989]
   - **b) the designation on Schedules A or B permits the proposed development.**
7. **In implementing these policies Council shall seek the advice of the relevant conservation authority and the Ministry of Natural Resources.**

7.2.2 Organic Soils and Unstable Slopes

Organic soils are soils which contain at least 30 percent organic matter. They are poorly drained and are often characterized by standing water. These soils do not provide a stable base for foundations. Areas where organic soils predominate are indicated on the soil maps of Ottawa-Carleton prepared by the Ontario Institute of Pedology. These areas are shown on Schedule G.

Unstable slopes have been defined in the report, *Slope Stability Study of the Regional Municipality of Ottawa-Carleton, 1976* by M.A. Klugman and P. Chung and are also shown on Schedule G.

The risks created by inappropriate development in areas affected by the constraints of organic soils or unstable slopes are localized. For this reason, any development in these constraint areas needs careful consideration by area municipalities in relation to site specific information. As the Region has responsibility for certain approvals which may lead to development (e.g. plans of subdivision), it requires to be assured that suitable attention has been given to the specific constraint.

In summary:

8. Areas affected by the environmental constraints of Organic Soils or Unstable Slopes are designated on Schedule G.

9. Council recognizes that other areas exist where organic soils are present.

10. Plans of subdivision, plans of condominium and severances may be approved in areas designated Organic Soils or in other areas where there is evidence to indicate the presence of organic soils or in the general vicinity of areas designated Unstable Slopes only if:

  a) sufficient soils and engineering information is made available to indicate that, although the site is identified as organic soils or the slope is identified as being unstable, it is in fact suitable or can be made suitable for development;

  b) alterations to the site will not cause adverse environmental effects; and,

  c) the designation on Schedule A or B permits the proposed development.

11. When determining 10a) and b) above, Council shall seek the advice of the Ministry of Natural Resources and the relevant conservation authority and, in the case of organic soils, the Ministry of the Environment.

12. Where it is not possible to determine immediately whether a lot to be created by plan of subdivision or severance lies in an area affected by organic soils or unstable slopes, Council may require applicants to provide sufficient information to establish whether the policies of this section are met.

7.2.3 Policies for Noise

The Region is concerned with noise from four sources: aircraft, roads, transitways, and railways. The object is the same in all cases, to ensure that development does not receive an unacceptable level of noise which may affect the inhabitants (including workers). Aircraft noise and road, transitway, and rail noise are discussed separately because they are measured and regulated differently.

With regard to aircraft noise, Transport Canada develops Noise Exposure Forecasts for a 5-10 year time horizon and Noise Exposure Projections for longer time horizons based on the frequency of takeoffs and landings of different types of aircraft and on runway alignment.

The Ministry of Municipal Affairs has prepared a land use compatibility table which lists which land uses may be permitted in specified NEF and NEP categories. The policies below provide that the Region will implement this policy with one exception.

The land use compatibility table prepared by the Ministry of Municipal Affairs permits residential development between NEF/NEP 30 and 35 on condition that the buildings are constructed to meet prescribed acoustic design criteria. However, the natural topography of a site or the presence of a reflecting or shielding surface may provide attenuation of ground-based aircract noise. If an applicant for a development submits appropriate information to demonstrate this, Council may approve development on the basis of the attenuated levels rather than the NEF or NEP contours..

13. Airport noise zones are designated on Schedule G where Council shall implement the policies of the provincial government, published by the Ministry of Municipal Affairs, *Land Use Policy Near Airports 1978.*

14. Local official plans in municipalities affected by airport noise zones designated on Schedule G shall contain policies to ensure that the acoustic design criteria and other requirements of *Land Use Policy near Airports, 1978* within the airport noise zones will be implemented.

15. In deciding whether or not a proposed development is permitted, Council shall

  a) have regard to the NEF and NEP maps approved by Transport Canada;

  b) seek the advice of Transport Canada and the Ministries of the Environment and of Municipal Affairs;

  c) determine that the designation on Schedules A or B permits the proposed development.

REFERRED
TO O.M.B.
13

16. Notwithstanding policy 13, local official plans, plans of subdivision, plans of condominium, and severances which permit residential development above NEF/NEP 35 may be approved, if it is demonstrated that the site's specific natural topography, ground condition or the presence of reflective or shielding surfaces provides sufficient attenuation of ground based aircraft noise to reduce the NEF/NEP values for the site to less than 35, when all other pertinent criteria involved in the calculation of the NEF/NEP values have been included. In this regard applicants shall be required to submit a noise study prepared by a qualified professional engineer with experience in acoustical studies. The requirements of policies 13-15 shall then apply.

REFERRED TO O.M.B. #13

17. **Council shall seek the advice of Transport Canada, the Ministry of the Environment and the Ministry of Municipal Affairs in implementing policy 16.**

18. **Notwithstanding policy 13 above, for the lands on Rideau Glen Drive in the City of Nepean, residential infilling by plan of subdivision may be permitted above the NEF/NEP 35, subject to appropriate noise control measures and notifications on title of the potential noise levels.**

When dealing with noise from road, transitway, and rail traffic, the Ministry of the Environment recommends an Leq (average noise level) of 55dBA[1] or less (7 a.m. to 11.p.m.) and an Leq of 50 dBA or less (11 p.m. to 7 a.m.) as an acceptable noise level for outdoor recreation areas of new residential development. Since noise levels from major roads, transitways, and railways often exceed this, it is desirable that non-residential uses be directed to areas likely to experience high noise levels.

The Region can apply the noise guidelines for outdoor recreation areas of new residential development when approving plans of subdivision. Conditions of approval can be used to ensure that noise control measures to reduce indoor noise levels are implemented. Conditions can also ensure that prospective purchasers are advised of a possible noise problem.

For development which does not proceed by plans of subdivision, the area municipalities are able to ensure acceptable noise levels. Conditions on multiple-unit development are best imposed during site plan approval, which is under the jurisdiction of the area municipalities. Even if plans of condominium are submitted for some of these developments, the building(s) are usually already under construction and some of the most effective noise attenuation measures (increased setbacks, and the relative positioning of garages and dwelling units) can no longer be applied. For this reason, the policies on road, transitway, and rail noise deal with plans of subdivision.

In summary:

19. **Leq 55dBA or less (7 a.m. to 11 p.m.) and Leq 50 dBA or less (11 p.m. to 7 a.m.) are established as acceptable noise levels for outdoor recreation areas of new residential development adjacent to existing and proposed regional roads designated on Schedules C1 and D1, provincial highways and railways shown on the base of Schedules C1 and D1, and existing and proposed transitways designated on Schedule E.**

20. **Council considers it desirable to direct non-residential uses to areas likely to receive more than acceptable noise levels.**

21. **Council may approve plans of subdivision for residential development on lands which may receive more than the acceptable noise level, but in no case exceed an attenuated outdoor noise level Leq of 70 dBA, provided that:**

    a) **a noise impact study is provided and recommended noise control features and acoustic design criteria are secured by way of agreement, and**

    b) **where even after the implementation of noise control features and the application of acoustic design criteria, the acceptable noise level is exceeded, notice to prospective purchasers of a possible noise problem is secured by way of agreement.**

22. **Local official plans shall contain policies dealing with the establishment and implementation of acceptable noise levels through the approval of site plans.**

23. **Council shall seek the advice of the Ministry of the Environment in implementing policies 21 and 22 for noise emanating from provincial highways and railways.**

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[1] dBA=decibels on the weighted scale.

PART 8: RIVER CORRIDORS

8.0 INTRODUCTION

The Rideau and Ottawa Rivers and the diverse characteristics of topography, land uses, and buildings both along the shorelines and in their general vicinity comprise an inter-relationship of human activity, scenery, history and recreational opportunity that demands these corridors be each treated as comprehensive units in the formulation of planning strategy. They display a variety of views and activities throughout their length which, although not of uniform intensity, is nevertheless sufficiently distinct to set them apart from the rest of the planning area. A voyage down these rivers reveals a passing scene of bays and beaches, cliffs of rock and cliffs of earth, cultivated fields and wild areas, woodland and brush, grass and marsh, islands and bridges, large urbanized areas, recreational developments, clusters of habitation, and isolated buildings. This kaleidoscope, while being the main reason for the charm and attraction of these two rivers, is at the same time part of the source of existing and potential causes for concern. If too many activities of differing characteristics compete for limited space, the result can only be a downgrading of the environment to the detriment of all unless sound measures are taken.

8.1 THE RIVERS AS RESOURCES

The significance of the Rideau and the Ottawa Rivers must be viewed, not just within the context of the planning area and any localized land use needs and conflicts, but also within a broader provincial and national perspective. In this regard both have a historical and recreational importance that must always be considered in the development of planning policy.

The Rideau in the planning area is part of the canal and river system joining Kingston with Ottawa. The canal was built between 1826 and 1832 as an alternative supply route to the St. Lawrence between Montreal and Kingston. No fortifications were ever constructed in the planning area and the only structures of interest directly associated with the canal are the seventeen locks which are at six different locations. There are also numerous buildings of historical interest along the banks. The present significance of the Rideau, in addition to the fact that it provides the natural drainage for much of the planning area, lies in its recreational use. During the summer months it is heavily used for boating both for long distance trips and for local cruising. Between 1948 and 1969 the use of the locks increased an average of 7 percent annually. Associated with boating are such developments as marinas and boat launching areas. In addition to boating, the Rideau also offers opportunities for shore-based recreation and there are public and private camp grounds as well as picnic areas at points on or near the shore. Although not all the shoreline is rated highly for recreation, those other stretches with their marshy or rocky areas add to the scenic variety. From the scenic consideration alone, the Rideau is a valuable asset with ever-changing views being obtainable from the roads that flank it on both sides.

The Ottawa River played an important part in Canada's early history as it was part of the highway of the explorer, missionary and fur trader to the west. No evidence of this period has been left in the planning area but there are several buildings near its shores that recall early nineteenth-century settlement. As for the Rideau, the Ottawa's significance is mainly its recreational suitability both for boating and for shore-based activities. Its scenic variety is not as readily appreciable, as outside the City of Ottawa no roads run along its shoreline with the exception of relatively short stretches of Highway 17.

8.2 RIVER CORRIDORS STUDY

In order to protect and capitalize on the assets of the Ottawa and Rideau River corridors, it is necessary for them to be subject to special policies. In order to develop these policies, a detailed study of the river corridors has been undertaken[1]. This study established four primary objectives for the river corridors as well as two supportive objectives, which are considered as fundamental prerequisites to achieving the other four.

It is recognized that achieving the objectives outlined below will involve different levels of government and different agencies. It is not the intent of this official plan to determine the relative responsibilities between the different agencies in achieving the objectives.

Primary Objectives

Recreation

- To recognize a range of suitable recreational opportunities.

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[1] Regional Municipality of Ottawa-Carleton, *Ottawa and Rideau Rivers and Shores in Ottawa-Carleton, 1978*

Conservation

- To conserve those natural areas that are of significance from a fish, wildlife, botanical or geological standpoint.

Heritage

- To protect, interpret and restore those elements that depict the heritage of the waterways.

Aesthetics

- To maintain and improve the scenic value of the river corridors by conserving elements that form important components of the landscape and by preventing actions that would have a deleterious effect.

Supportive Objectives

Water Conditions

- To ensure that suitable water conditions are attained in order to help achieve the primary objectives.

Control over Development

- To ensure a suitable location, type, density, layout and appearance of new development that is in accord with the primary objectives.

The policies needed to achieve the above objectives cannot all be achieved through the means of an official plan and as such some policies are contained in documents which accompany but which are not part of this Plan.[1]

Because of the above objectives and the significance which Council attaches to the river corridors there is need for special policies to be applied. These policies are different to a certain extent from policies that apply to land outside the river corridors and relate to the following elements:

- land designations
- scenic routes
- site planning
- location of land dedicated for public purposes
- land acquisition.

In order to indicate generally where the river corridor policies apply, a "River Corridor" designation is shown overlaying other designations on Schedules A and B, although as explained below the special policies do not apply in the same manner to all the designations.

8.3 LAND DESIGNATIONS

Having regard for the recreation, conservation, heritage and aesthetic objectives for the river corridors, Council regards it necessary that for some areas in the corridors there be special designations and that in certain others, policies be modified from those that apply to designations outside the river corridors.

8.3.1 General Rural Area (River Corridor)

Within the river corridors, and particularly in the Ottawa River west corridor, are areas of land having no specific recreational, conservation or agricultural potential. Elsewhere in the region, such lands are designated General Rural Area. In General Rural Areas; farming, forestry, open air recreation, limited country lot development, pits and quarries, commercial development and rural industries are permitted under the current provisions of this Plan.

In the river corridors in order to help preserve the natural landscape and visual attractiveness, pits, quarries and industrial development are not to be permitted and commercial development shall be of a recreational nature or serve the traveller.

Council therefore:

1. **intends that in areas designated General Rural Area (River Corridor) the following may be permitted subject to policies in Sections 8.5 and 8.6:**
    a) **forestry;**

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[1] Regional Municipality of Ottawa-Carleton, *Operational Policies - Ottawa and Rideau River Corridors* and *Land Acquisition and Management - Ottawa and Rideau River Corridors*.

b) farming (including the residential accommodation requirements of the farming activity);

c) uses that will assist in conserving or managing water supplies, fish, wildlife or other natural characteristics or features;

d) open space and open air recreation that makes use of and does not adversely affect the natural environment;

e) tourist developments;

f) commercial uses that are related to recreational activities which make use of the water or which serve the needs of the traveller; and

g) limited non-farm residential development in accordance with provisions for country lot development in General Rural Areas set out in Section 4.2.3.

8.3.2 Agricultural Resource Area (River Corridor)

Outside the river corridors, the designation of land as Agricultural Resource Area is intended to protect lands having a capability for agriculture of class 1, 2, 3, and 4 according to the Ontario Institute of Pedology together with other contiguous land being used for farming. In addition to agriculture; forestry, open air recreation, pits, quarries, commercial and industrial activities directly related to agriculture are permitted as is non-farm residential development where large pockets of poor land exist.

In the river corridors pits and quarries and industrial development should not be permitted. Having regard for the desirability of protecting agricultural land, commercial/recreational development shall be permitted only if such requires water access or a waterfront location (e.g. beach- parks, marinas, waterfront campgrounds). It is considered that these uses are sufficiently important for the achievement of the recreational objective expressed in Section 8.2 that they should be permitted even if this removes agricultural land from production. The amount of such development is expected to be very small.

There are some small parcels of land designated Agricultural Resource (River Corridor) between the river and the adjacent road. Such parcels should be eligible for development in accordance with the policies for General Rural Areas (River Corridor) if evidence is provided by the Ontario Ministry of Agriculture and Food that the parcel is comprised of soils other than class 1, 2, 3, and 4 (Ontario Institute of Pedology) or that the parcel is so small, so dissected by gullies, or so affected by other constraints that the subject land could not provide for sustained agricultural production on a commercial basis, or could not materially contribute to agricultural operations on adjacent land. Under no circumstances however should the development of the parcel reduce the economic viability of a parent farm or adversely affect adjacent farm operations. Nearly all such parcels occur in the Rideau River corridor between the river and Regional Roads 13 and 19.

It should be emphasized that development of these small agricultural parcels should only occur in accordance with the same conditions that apply to development in the General Rural Areas (River Corridor). The policies of this Plan do not permit development in agricultural areas which would not be permitted in General Rural Areas.

Council therefore:

2. intends that in areas designated Agricultural Resource Area (River Corridor) the following be permitted subject to policies in Sections 8.5 and 8.6:

a) forestry;

b) farming (including the residential accommodation requirements of the farming activity as provided in section 5.1.3.2);

c) uses that will assist in conserving or managing water supplies, fish, wildlife, or other natural characteristics or features;

d) open space and open air recreation that requires water access or a waterfront location; and

e) on land which is unsuitable for sustained agricultural production all of those uses permitted in accordance with the policies for General Rural Area (River Corridor), provided such uses will not adversely affect the viability of the parent farm or adversely affect adjacent agricultural operations. It is intended that this special consideration only be given to those small parcels of agricultural land along the Rideau River which lie between the river and Regional Roads 13 and 19. In applying this policy, Council shall seek the advice of the Ontario Ministry of Agriculture and Food when approving or considering local official plans, plans of subdivisions, severances, and zoning by-laws, or amendments to one or more of them.

f) In addition and notwithstanding any other requirements of this Plan, in the part of the river corridor bounded by Regional Roads 8 and 19, lying within lot 30,

Broken Front Concession (R.F.) City of Gloucester, in view of the nature, type and location of this parcel of land, residential development shall be permitted on the basis of net density of one unit per 0.2 hectares.

8.3.3 Waterfront Open Space

Inside the greenbelt, a large proportion of the riverfront land (approximately 70 percent) is in public ownership and much of this land has been developed to some extent to provide for passive recreational use (e.g. the foot and bicycle paths along the Ottawa River).

All of the river corridor lands which are in public ownership and are either currently developed for recreation, or which should be so developed, are designated Waterfront Open Space.

It is important that waterfront open space lands are maintained for outdoor recreation and are not adversely affected by surrounding uses. However, these areas could be used more intensively providing that, overall, their open and natural state is maintained. With this in mind they could be developed with additional facilities.

Council therefore:

3. **intends that in areas designated Waterfront Open Space:**
   a) **the following uses be permitted:**
      i) **active recreation uses that require water access or a waterfront location such as beaches, boat launching and boat mooring facilities, provided that these uses do not significantly impact the conservation value of the area in question;**
      ii) **passive recreational uses such as walking, hiking, bicycling and cross country skiing.**
   b) **to encourage the appropriate agencies to provide the uses listed in a);**
   c) **the designation is not to determine whether new roads (parkways) will be built. Schedule C1 of the Regional Plan shows the Region's intent with respect to existing and proposed roads.**

8.3.4 Recreation Area

The report *Land Acquisition and Management – Ottawa and Rideau River Corridors*[1] indicates the desirability of providing additional water access areas and recommends certain sites for acquisition. However, in order to separate the question of designation from the question of acquisition it is preferable that acquisition areas not be specifically delineated in the official plan. Policies are however needed to ensure that such areas are protected prior to acquisition.

Having regard to water access opportunities outside the greenbelt it is important that areas used now for recreation and access should not be lost to other uses even though they do not necessarily possess the most suitable of physical conditions. However, in selecting new areas, the physical suitability of a location is the most important consideration.

The land acquisition report describes the procedures to be followed concerning the public acquisition or private recreational development of the future recreation areas; and for the existing recreation areas no acquisition is required providing they remain in recreation use. The areas are designated with a symbol on Schedules A and B and the policies are described below. In interpreting the extent of land to which the symbol refers reference should be made to the maps in Appendix 1 of the land acquisition report.

Council therefore:

4. **intends that in areas designated Recreation Area:**
   a) **present uses be permitted to continue and where there are existing recreational uses these may expand;**
   b) **areas proposed for future recreational use be subject to the acquisition policies contained in the report *Land Acquisition and Management – Ottawa and Rideau River Corridors* which also make provision for privately sponsored recreational developments;**
   c) **the extent of the area subject to the designation be interpreted by reference to maps as part of the acquisition policies contained in the report *Land Acquisition and Management – Ottawa and Rideau River Corridors***

8.4 SCENIC ROUTES

For the most part, the Ottawa and Rideau Rivers are flanked by major roads which follow the rivers close to their shores. These roads are an integral part of the river corridors since they give access to the various recreational facilities along the rivers. These roads can also operate as tourist routes for people visiting the National Capital and, on a more local scale, they provide scenic viewing opportunities for road users. These roads are, therefore, an important resource and deserve special consideration in the context of the river corridors. They relate in particular to the recreation and aesthetic objectives for the river corridors and as such warrant special recognition.

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[1] Regional Muncipality of Ottawa-Carleton, published 1978

In identifying the most suitable scenic routes, consideration was given to three aspects:

- *the relative directness of the route* - i.e. to provide routes to the capital which can easily be followed by visitors to the region;
- *the proximity of the routes to the rivers* - i.e. to provide convenient access to the rivers and their associated recreational features; and
- *the scenic qualities of the routes* - i.e. to provide pleasant views of the water and attractive landscape features.

Council therefore:

5. **designates as Scenic Routes the roads identified on Schedule F and supplementary to this official plan will adopt policies concerning their promotion.**

8.5 SITE PLANNING

Site planning administration rests with the area municipalities who will have regard for the aesthetic qualities and scenic values of the river corridors and scenic routes. Council will have similar regard when approving plans of subdivision.

8.6 LOCATION OF LANDS DEDICATED FOR PUBLIC PURPOSES

With respect to providing access to the water, an opportunity exists through the design of subdivisions to provide public lands at the shoreline. The dedication of such land at the time of subdivision can provide small areas of open space, though not enough to accommodate widespread public use. Nevertheless, this is a means by which all residents of a subdivision - where only some lots have shoreline frontage - can be provided with access to the water, and because of this, the dedicated land should be located at the water's edge with access from a public road, unless there are compelling reasons otherwise. This approach should apply to all land designations where a proposed subdivision abuts the rivers' shorelines.

Council therefore:

6. **when approving plans of subdivision applications for land abutting the shoreline in the river corridors will require the lands dedicated for public purposes be located at the shoreline and be accessible from a public road unless there are compelling reasons to the contrary.**

8.7 LAND ACQUISITION

Council recognizes that in order to fully achieve the objectives for the river corridors selective land acquisition will be required. Council also recognizes that besides itself other agencies have authority in this field and should be encouraged to become involved in acquisition, development or maintenance of new areas and/or facilities.

Through the policy for Recreation Area in Section 8.3.4, a designation is established whereby areas suitable for acquisition can be protected from being developed but Council recognizes that additional policies outside the sphere of an official plan are also required and such should be the subject of a separate policy document.

Council therefore:

7. **will adopt policies, as may be amended from time to time, pertinent to the acquisition and management of river corridor lands with such policies to be read in conjunction with but not to form part of this official plan.**
8. **in addition to areas designated Recreation Area, will be prepared to consider acquisition of other areas in the river corridors as may be suggested from time to time having regard to the nature and location of the property, the uses to which it could be put, the funds available and establishing responsibilities for its development and maintenance.**

PART 9: THE VISUAL ENVIRONMENT AND HERITAGE RESOURCES

9.0 INTRODUCTION

The arrangement of buildings and land uses, the quality of design in everything from buildings and structures to street furniture, and the degree to which reminders of our heritage are preserved, are all important factors which influence how positively an area is perceived by both residents and visitors.

One of the goals upon which this Plan is based is to "enhance the aesthetic quality of the built and natural environment." Another is to "protect important recreational, environmental and heritage resources." They are fundamental to achieving an attractive environment. In this context the environment means both the natural and the built environment.

An interest in an attractive environment is certainly not exclusive to the Region. In fact, opportunities at the government level to influence the visual environment and protect heritage resources rest primarily with the area municipalities and the National Capital Commission.

The regional interest is in:

1. **The maintenance and improvement of the visual quality of the built and natural environment.**
2. **The protection of heritage features.**

9.1 OBJECTIVES FOR THE VISUAL ENVIRONMENT AND HERITAGE RESOURCES

There are two aspects to the maintenance and improvement of the visual environment and the protection of heritage resources. First, there is the question of maintaining whatever is visually attractive or historically valuable, so that it is not destroyed or adversely affected by changes to its surroundings. This might apply to attractive buildings, groups of heritage buildings, streetscapes or attractive views. Second, there is the question of improving the appearance of the built or natural environment. This could include the design of new buildings and structures and how they relate to existing development, and the restoration of heritage structures. In the case of the natural environment, it might include improving the landscape by finding a use for abandoned gravel pits or planting trees along specified entry routes.

In summary Council's objectives are:

1. **To ensure that visually attractive features of the built or natural environment are not lost.**
2. **To improve the appearance of the built and natural environment.**
3. **To assist in protecting heritage features in Ottawa-Carleton.**

9.2 POLICIES FOR THE VISUAL ENVIRONMENT

At the outset it is recognized that opportunities for the Region to improve the visual environment and protect heritage resources are limited. Among government agencies the area municipalities and the National Capital Commission have a more important role to play.

Area municipalities through zoning by-laws can, among other things, regulate the height, bulk, setbacks and spacing of buildings. Through site plan control they can require landscaping and screening and regulate the contouring of a site.

The City of Ottawa, through private legislation, has established a Design Committee which reviews development proposed along major roads or adjacent to land owned by the City, the Region, the provincial government, the federal government, or a foreign government.

The National Capital Commission also has a Design Committee which reviews all proposed federal buildings and other buildings on federal land.

Nevertheless, the Region may assist or complement the policies of other agencies. In addition, the Region does have specific responsibilities in this area. For example, the Region constructs public works including bridges, buildings, transitways, and widened or new arterial roads.

In addition, Schedule F of this Plan designates the roads along the Ottawa and Rideau Rivers as Scenic Routes. For the most part these are regional roads which cut across several area municipalities. This Plan provides that the Region will investigate jointly with area municipalities and the National Capital Commission how to improve these scenic routes. If such an investigation results in an agreed approach, it might be possible to apply the approach to other locations. An investigation of policies for the scenic routes would include consideration of their partial function as tourist routes and a consistent way of identifying tourist facilities along the routes.

The *Environmental Assessment Act* defines environment in broad terms. However, it does not specify that the appearance of an undertaking be considered. Through the policy below the Region will do this when preparing an environmental assessment under the Act.

In summary:

1. **Council shall ensure high quality exterior design and landscaping for buildings and other structures it proposes to erect, having regard to the location and purpose of the buildings or structures.**
2. **Council shall protect and enhance wherever possible attractive man-made or natural features or views when undertaking public works.**
3. **Council shall consider how the visual environment may be enhanced, when undertaking an environmental assessment under the *Environmental Assessment Act*, for regional roads and transitways, and other public works.**
4. **Council shall investigate, jointly with area municipalities and the National Capital Commission, the preparation of proposals for the scenic routes designated on Schedule F relating to:**
    - **a) the siting and appearance of new development,**
    - **b) the protection of attractive views and features,**
    - **c) upgrading the appearance of a location if desirable,**
    - **d) the need for signs to identify tourist facilities and attractions in proximity to the routes.**
5. **Council may assist interested agencies such as area municipalities and the National Capital Commission to implement the proposals which result from policy 4 above.**

9.3 POLICIES FOR HERITAGE RESOURCES

The many heritage buildings in Ottawa-Carleton contribute to the attractiveness of the existing built environment.

The responsibility for designating buildings under the *Ontario Heritage Act* rests with area municipalities. In addition both the federal and provincial governments have programs for erecting plaques on buildings or sites which either are of heritage significance in their own right, or which are the location of an historic event.

Several area municipalities have established local architectural conservation advisory committees (LACACs) whose function is to advise their local council on buildings and heritage conservation districts for designation under the *Ontario Heritage Act*.

Some of the most well-known heritage buildings or structures in Ottawa-Carleton (e.g. the Parliament Buildings, Rideau Hall, the Rideau Canal structures) are in public ownership.

As described above, many powers and actions relating to heritage rest with levels of government other than the Region. The Region does not intend to become a lead agency in this area or to duplicate work done by others. The policies below commit the Region to a supportive role.

The Region proposes to work with other agencies to identify heritage themes for Ottawa-Carleton, such as the building of the Rideau Canal and the ensuing settlement or the timber trade. Once the themes have been identified, efforts aimed at protection, restoration, and interpretation could be concentrated on the structures and sites which relate to these themes. Regional involvement in identifying themes is useful since the themes may cut across area municipal boundaries and the resulting heritage promotion would be an element of tourism promotion, which the Region is involved in through Canada's Capital Visitors and Convention Bureau.

In summary:

6. **Council shall preserve, wherever feasible, heritage buildings and structures that are in its ownership.**
7. **Council shall protect, wherever feasible, archaeological sites and heritage buildings, structures, sites or districts when undertaking public works.**
8. **Council shall consider opportunities to acquire and renovate heritage buildings when reviewing the building needs of the Corporation.**
9. **Council may assist in the protection of archaeological sites and heritage buildings, structures, sites or districts.**
10. **Council shall identify, jointly with agencies such as the Ministry of Tourism and Recreation, the National Capital Commission, Canada's Capital Visitors and Convention Bureau, Parks Canada and area municipalities, heritage themes for Ottawa-Carleton.**
11. **Having identified heritage themes, Council may assist interested agencies to:**
    - **a) identify structures and sites that relate to the heritage themes,**
    - **b) identify locations suited for heritage interpretation,**

c) establish needs for acquisition and restoration,

d) publicize and promote heritage themes.

PART 10: ENVIRONMENTAL PROTECTION

10.0 INTRODUCTION

This Part sets out the Region's role in environmental protection with respect to the collection and treatment of sewage, the disposal of wastes, and the management of storm water. This Part also establishes the Region's role with respect to the provision of piped water.

The Region is directly responsible for the treatment and distribution of water and the collection and treatment of sanitary waste. It is also responsible for the disposal of (solid) waste and is therefore required to have suitable sites and technologies for solid waste disposal (both municipal and industrial), and to operate disposal facilities once established. In the area of storm water management, the Region's role is in establishing a uniform regulatory process for the approval of development and in monitoring water quality. As drainage areas often cross area municipal boundaries, consistent regional policy is useful.

The protection of surface and ground water resources lies at the root of the Region's involvement in sewage treatment and solid waste disposal. The surface waters in Ottawa-Carleton, most notably the Ottawa and Rideau Rivers, are put to many uses, including domestic and industrial consumption, recreation, and habitat for fish and wildlife. It is of prime importance that water courses in Ottawa-Carleton are of a quality which sustains these uses. Similarly, ground water is a significant resource, both in terms of a supply for thousands of wells throughout the rural area and as an important source for the region's rivers and smaller streams. Without adequate methods for handling wastes, the quality of surface and ground waters would be put in jeopardy. This concern is reflected in the goal to "respect the capacity of the natural environment to assimilate the effect of human activities."

In summary, the regional interests are in:

1. **The protection of surface and ground water.**
2. **The collection and treatment of sewage.**
3. **The treatment and distribution of water.**
4. **The co-ordination of storm water drainage.**
5. **The disposal of solid waste.**

10.1 WATER SUPPLY AND SEWAGE TREATMENT

10.1.1 Objectives for Water Supply and Sewage Treatment

Because sewer and water services represent a substantial investment of public money and because the extension of such infrastructure is instrumental in shaping the pattern of future development, Council's objectives and policies for infrastructure have been developed to support the development pattern enunciated in Part 2 of this Plan. All municipal water and sewer works, including those which are the responsibility of area municipal councils, will be provided in conformity with this Plan.

Ideally, there should be sufficient lands, region-wide, with trunk services in place to support a ten year building program for residential units. This is judged to be a sufficient land supply to ensure an orderly and efficient market. Similarly, it is important that there be ample serviced sites to support the employment objectives of this Plan, including serviced sites in the urban centres, at designated employment centres along the transitways, and at other designated sites with good transit access. To achieve these objectives it will be necessary to extend the systems of regional trunk sewers and water mains and upgrade the central treatment facilities.

With respect to sewage, the Region is responsible for both the treatment of sewage and the system of major trunk collector sewers. The area municipalities are responsible for local sewers which are tributary to the regional trunks. In many instances, these local sewers are installed by developers as a condition of development.

In 1987 two sewage treatment facilities discharged treated effluent to the Ottawa River. The largest is the Green Creek Pollution Control Centre located in Gloucester. A smaller facility, the Watts Creek Sewage Treatment Plant which is located in Nepean, receives sewage flows from the western portion of the urban area, and also from Stittsville and Richmond. The Watts Creek plant will be phased out through the progressive extension of a large diameter sewer which will then divert western sewage flows to the Green Creek Pollution Control Centre through the Lynwood and South Ottawa collector sewers.

Council also is responsible for a sewage lagoon system in Munster. Apart from this small system, and the connection of Richmond and Stittsville to the central system, development in the rural area is supported by private individual sewage disposal systems.

With regard to potable water, the Region's jurisdiction includes all water works in Ottawa-Carleton. The source of water for a very large majority of residents is the Ottawa River. Water is purified at two large plants, one at Britannia and one at Lemieux Island, and then through a system of mains, reservoirs, pumping stations and elevated tanks is supplied throughout the urban area. Although this central water system has been extended beyond the urban area in a few locations (e.g. Notre-Dame-Des-Champs, Leitrim, and Cedarhill Estates) and there are a few communal well systems such as in Hillside Gardens in Manotick, most development in the rural area is supported by water drawn from private individual wells.

Development in the rural area will be on the basis of private individual water and sewage systems except where the central system has already been extended or communal systems have been established. From time to time, new municipal water or sewer systems may be required in the rural area to overcome public health problems.

In summary, Council's objectives are:

1. **To upgrade the central sewage and water treatment facilities, and progressively extend trunk services to all land designated Urban Area on Schedule A, taking best advantage of available capacity throughout the existing system.**
2. **To provide water and sewer services to urban areas which support and meet the needs of the desired development pattern.**
3. **To extend regional water mains and trunk sewers to the urban area, so that a minimum of 10 years supply of residential land, calculated on a region-wide basis, has trunk services.**
4. **To provide for rural development on private individual services and to ensure that such development does not threaten the quality or quantity of ground and surface water.**

10.1.2 Policies for Water Supply and Sewage Treatment

To provide for a growing population serviced by the central sewer and water systems, the capacity of both water filtration plants and the Green Creek Pollution Control Centre will be expanded. The works underway at the time of the adoption of this Plan will provide capacity nearly sufficient for 725,000 persons.

In accordance with the development pattern presented in Part 2 of this Plan, water mains and trunk sewers should be provided to sufficient lands in designated urban areas so as to support an orderly and competitive land market. This will be most effectively achieved if trunk services are concurrently extended to all three urban centres and the remaining vacant lands inside the greenbelt. However, sufficient funds will not likely be available to complete all the necessary work until the early 1990s. Therefore, water and sewer services will be extended to take best advantage of surplus capacities throughout the systems of regional trunk sewers and water mains, concentrating on those works required to complete the servicing of lands inside the greenbelt and to support development in the Kanata and Orleans urban centres. The extension of trunk sewer and water service to the south urban centre is a second priority.

1. **Council will substantially complete (i.e., most of the work will be constructed or under construction) the Gloucester-Cumberland trunk sewer and the Watts Creek Relief Sewer System, and begin the construction of the West Growth Area Upgrade Sewers before providing net financing requirements in the capital budget authority for the construction of the West Rideau Collector Sewer south of the inner limit of the greenbelt and the extension to the Conroy Road Collector Sewer.**
2. **Nothing shall prevent the oversizing of regional services to provide for development beyond the horizon of this Plan. However, oversizing shall not imply a commitment to future development on lands not designated Urban Area on Schedule A.**
3. **All new development within Urban Areas designated on Schedule A shall be serviced entirely by the central systems for water supply and sewage treatment.**
4. **Notwithstanding policy 3 above, single detached residential development on private individual services may be permitted within designated Urban Areas on Schedule A on lots in plans registered prior to 9 October,1974, if piped services are not available.**

Small communal water and sewer systems may be permitted in the rural area (e.g. to serve mobile home parks or homes for the aged). The policies below provide for the developer or owner of such systems to enter into agreements which provide for operation and maintenance and allocate responsibilities in the case of failure of the systems.

Municipal water and sewer services may be required in parts of the rural area which develop problems with respect to securing safe drinking water. In such instances, the seriousness of the problem and alternative methods available to remedy the situation will be investigated.

Because the provision of water and sewer services to the rural area, either as extensions from the central system or through communal facilities, can provide the potential and impetus for significant development, Council will determine appropriate development limits for each serviced area through specific amendment to this Plan, coincident with the decision to permit the provision of services. If only one central service is provided or if a communal service or services are provided, the Region will establish the capacity of such services in policy 6 of this section. Development may be approved to the capacity established. If both water and sewer services are extended from the central system, the boundaries of the area to be serviced and developed will be established by designation on Schedule A of this Plan. An example of this are the boundaries which Council has established for Stittsville.

With the exceptions noted above, development in the rural area will be on the basis of private individual services. Policies are intended to prevent public health problems, as far as can be foreseen, and avoid the necessity to extend central services or construct communal services for development in the rural area. Evidence will be needed as to ground water conditions and the terrain suitability for private sewage disposal systems. The quality of the ground water must either meet or exceed *Ontario Drinking Water Objectives* (1983).

Development is therefore permitted only in locations and under conditions where the long term, safe operation of private individual services appears certain.

Problems relating to the functioning of private individual systems may not emerge for some time. In order to permit the detection of an unanticipated problem, approvals for individual subdivisions or phases of subdivisions are limited to approximately 40 lots.

In summary:

5. **Development in the rural area shall be on the basis of private individual services unless communal or central services are permitted by other policies of this Plan.**

6. **Major Regional water and sewer services to the rural area are designated on Schedule H. Local official plans may permit development in the Serviced Villages up to the capacities shown in the table below.**

Serviced Village	Capacity (in dwelling units)
Munster	480
Richmond	2,800
South Gloucester	210
Notre Dame-des-Champs	160

7. **An amendment to Schedule H may be made where a public health problem arises and Council determines that the installation of regional water and/or sewer services (rather than any private services correction programs available through the provincial government) is the best solution. When amending Schedule H, Council shall determine the capacity required for existing development and how much capacity, if any, will be provided for additional development; and**
   - a) **if both central water and sewer services are to be provided, establish the boundary of the area to be serviced by amendment to Schedule A of this Plan; or**
   - b) **if only one central service or a communal service or services are to be provided resulting in a Serviced Village, establish the capacity of such services in policy 6 above.**

8. **Further to policies 20 and 21 of Section 4.2.5, multiple unit development containing more than five units on the basis of communal water and/or communal sewage systems may be permitted, provided that:**
   - a) **a site-specific zoning by-law amendment is required to permit the development;**
   - b) **where the development is proposed to be serviced by a private communal water system the developer or owner of the water system has entered into an agreement with the Region which is registered on title prior to the approval of the zoning by-law amendment. The agreement shall provide for the operation and maintenance of the water system and the take-over and cost-recovery in the case of failure of the water system;**
   - c) **where the development is intended to be serviced by a private communal sewage system, the developer or owner of the system has entered into an agreement with the area municipality which is registered on title prior to the approval of the zoning by-law amendment. The agreement shall provide for the operation and maintenance of the system and the takeover and cost recovery in case of failure of the sewage treatment facility;**
   - d) **the design and construction of communal systems shall be satisfactory to the Regional Works Commissioner;**
   - e) **the capacity of the communal systems shall be sufficient for the size and density of development; and**
   - f) **the development is permitted by the policies of Section 4.2.5.**

9. **Prior to draft approval of plans of subdivision and plans of condominium on private individual services, sufficient evidence shall be provided to demonstrate that:**

- a) **the site can provide a natural supply of water of sufficient quality and quantity to support the proposed development, without adversely affecting the quality or quantity of water in other wells operating in the general area; and**
- b) **the site can support the continued and safe operation of private sewage disposal systems. Where proposed plans of subdivision are located in villages, reference shall be made to the study identified in policy 10 of Section 4.2.2 to determine if there are any specific requirements which must be addressed.**

10. **Prior to issuance of the Certificate of Consent for severances on private individual services, sufficient evidence shall be provided to demonstrate that:**
    - a) **the site can provide a natural supply of water of sufficient quality and quantity to support the proposed development; and**
    - b) **the site can support the continued and safe operation of private sewage disposal systems.**

    In villages reference shall be made to the study identified in policy 10 of Section 4.2.2, to determine if there are any specific requirements which must be addressed.

11. **Where development is intended to be on private individual services, Council may approve for registration a plan of subdivision or phase of a plan of subdivision of up to 40 lots. Prior to the registration of each phase of a plan of subdivision, the operation of existing wells and private sewage disposal systems in the initial phases of development shall be reviewed and shall be proven satisfactory. To assess this, Council shall seek the advice of the Ministry of the Environment.**

10.2 STORM WATER MANAGEMENT

10.2.1 Objectives for Storm Water Management

The surface waters in Ottawa-Carleton, most notably the Ottawa and Rideau rivers, are put to many uses. Water from these rivers serve a variety of purposes including domestic and industrial consumption, recreation, and habitat for fish and wildlife.

It is of prime importance that Ottawa-Carleton's watercourses are of a quality which as much as possible satisfies the various uses they are capable of fulfilling. In this regard, the Ministry of the Environment has established water quality objectives related to the suitability of surface water for recreational use and for supporting aquatic life.

Storm water management is an important element with regard to Council's overall interest in protecting water quality. As the amount, type, and density of development affects the quality and quantity of storm water run-off, the Region, in its role as approving authority for local official plans and subdivisions, should ensure that due consideration is given to storm water management including off-site impacts. In addition, other agencies including area municipalities, the Ministry of the Environment, the conservation authorities, and the Ministry of Natural Resources have various interests in storm water management and can assist the Region in implementing appropriate policies. Council accordingly believes it desirable, in conjunction with area municipalities and other agencies, to provide policies for the management of storm water quality and quantity in order to control flooding, erosion, sedimentation, and pollution on and in the watercourses in Ottawa-Carleton.

In summary, Council's objective is:

1. **To ensure that a coordinated approach is adopted for the planning and approval of development in accordance with sound storm water management principles.**

10.2.2 Policies for Storm Water Management

Planning for storm water management is influenced by whether the watershed of the receiving watercourse is mainly developed or undeveloped.

Where development is being considered for a watershed where little or no development exists, a comprehensive plan, known as a "master drainage plan", for handling storm water run-off from the whole watershed – or sub-unit thereof – should be developed. Such a plan could deal with such matters as the locations of retention ponds and major flow channels. A master drainage plan should be prepared wherever a local official plan provides for major areas of new development. Land use planning and storm water planning should go hand-in-hand. In the broadest sense, the master drainage plan process identifies the optimum drainage system for a watershed. The aim of a master drainage plan is to prevent problems from occurring and it is not after an "after-the-fact" engineering study geared to overcoming problems that have arisen.

A master drainage plan is followed by a more detailed document, known as a "storm water design plan". This relates to a specific plan of subdivision or site. It deals with such things as the location of storm sewers and design details for retention ponds.

Where development is being considered for a watershed which is substantially developed, the opportunity to prepare a comprehensive drainage plan does not exist. Depending on the amount of land undeveloped, a master drainage plan may be prepared for just a portion of the watershed, or planning may proceed straight to the storm water design plan.

In summary:

1. **Council may, prior to the approval of a local official plan affecting undeveloped land within the Urban Area designated on Schedule A, require area municipalities to prepare master drainage plans in accordance with policies 2-5.**
2. **Council, in determining whether a master drainage plan is required in accordance with policy 1, shall consult with the area municipality, the Ministry of the Environment, the Ministry of Natural Resources, and the conservation authority and, in particular, will have regard to the proportion of the affected watershed that has already been developed or where subdivisions have already been registered or draft-approved.**
3. **In addition to policy 1, Council will consider the need for area municipalities to prepare master drainage plans outside the Urban Area designated on Schedule A having regard to the amount and type of development proposed to be permitted by a local official plan amendment. In determining the need for a master drainage plan, policy 2 shall apply.**
4. **Prior to the preparation of a master drainage plan, the terms of reference shall be determined by the area municipality in consultation with the conservation authority, the Ministry of the Environment, and the Ministry of Natural Resources.**
5. **Master drainage plans shall be reviewed and approved by the agencies identified in policy 4.**
6. **Subsequent to policy 5, Council shall approve plans of subdivision and plans of condominium on the basis of storm water design plans.**
7. **In the preparation of storm water design plans, the area municipality shall consult with the agencies mentioned in policy 4 and, once the plan has been prepared, it shall be submitted to these agencies for review and approval in accordance with policy 5.**
8. **If a master drainage plan is determined not to be required in accordance with policy 2, a storm water design plan shall be prepared in accordance with policy 7 prior to the draft approval of a plan of subdivision.**
9. **Council shall request area municipalities to evaluate site plans submitted under section 40 of the *Planning Act, 1983* according to an approved storm water design plan , or where no such plan exists, shall request area municipalities to ask for the following:**
   - **a) proposals for the provision of storm water drainage facilities;**
   - **b) a determination of the impact of the development on the receiving watercourse or storm water management facility, both during and after construction, in respect of flooding, pollution, erosion, and sedimentation;**
   - **c) proposals for mitigating any adverse impacts if such are likely to result from the development proposed; and**

   to have regard for the provincial government's *Urban Drainage Design Guidelines 1987*.

10.3 WASTE MANAGEMENT

The Region is responsible for the provision of facilities for the disposal of municipal solid waste. The collection and transportation of these wastes is a responsibility of the area municipalities and is carried out by municipal staff or contracted to private haulers.

Disposal within Ottawa-Carleton is primarily by landfill. The largest landfill site is the Trail Road landfill, located in the City of Nepean and owned and operated by the Region. In 1987 there were seven other privately or municipally owned and operated landfill sites in Ottawa-Carleton. All such waste disposal facilities require the consent of Council before they can be established.

Volume reduction of solid waste by incineration is practiced to a limited extent in Ottawa-Carleton in small facilities owned and operated by hospitals and the federal government.

10.3.1 Objectives for Waste Management

The choice of waste disposal methods requires a careful balancing of environmental, social, economic and energy considerations. Recycling of waste may contribute to energy efficiency because it often requires less energy to produce a product with recycled materials than with raw materials. Incineration of wastes may produce useful energy. If wastes are disposed of by landfill, the sites and operating methods must be carefully selected to ensure that leachate from the landfill does not pollute ground water.

In summary, Council's objective is:

1. **To provide for the safe and efficient disposal of wastes.**

10.3.2 Policies for Waste Management

In December, 1984, a regional waste management master plan process called WastePlan was initiated. This study is designed to produce a 25-year waste management master plan for Ottawa-Carleton. The study will examine all options for the handling and disposal of wastes, as well as reduction, reuse, recycling, recovery and energy from waste. The primary objective is to develop a long-range master plan for the management of primarily domestic and commercial solid wastes that is the best option from economic, financial, social, cultural, technical, land use planning and natural environmental perspectives. The generation of industrial and other wastes and their effect on the system will also be reviewed in this study.

The final master plan is expected in 1988 and the results of this may lead to the inclusion of more extensive waste management policies in this Plan. In particular, sites for potential new waste management facilities may be designated.

Until that time:

1. **Council shall make adequate provision for the disposal of solid waste.**
2. **Council shall promote recycling as a way to reduce municipal costs, minimize environmental degradation, and conserve energy.**
3. **Council shall investigate and, if feasible, co-operate in the construction of a solid waste fired energy recovery facility and any other methods of disposing of waste.**

PART 11: TRANSPORTATION

11.0 INTRODUCTION

The transportation system serving regional travel consists of a network of facilities which are the responsibility of several levels of government, including the federal government, the provincial government, the Region and the area municipalities. Each government has particular interests in the planning, construction and operation of its own system. In addition, the Region has an interest and responsibility to ensure integration of the individual transportation elements into an overall transportation system.

Also, the regional interest is to make sure that those aspects of the transportation system for which it is responsible support and encourage the desired development pattern by providing efficient, safe and convenient links for the movement of persons and goods between various land use activity locations. The role of transportation facilities in providing accessibility to all parts of Ottawa-Carleton is one that is critical to satisfying a number of basic, everyday needs of the citizens and contributing to economic well-being.

Council has had a long-standing commitment to public transit. This commitment is being maintained because the transit system has proved capable of providing a high level of service to many residents and it has deferred the need for some major new road construction. In Ottawa-Carleton, rapid transit is being developed as a system of transitways, which are facilities for the exclusive use of public transit vehicles. The sections of transitway built, committed for construction and their planned extensions demonstrate Council's continuing interest in providing these facilities as a service to Ottawa-Carleton residents in general, and as a means of promoting sound urban development patterns both within and outside the greenbelt.

Emphasis on mobility and accessibility must, of necessity, also take into account the need for development of a comprehensive regional road system. Private and commercial vehicles perform transportation functions which support the economic and social vitality of the regional community. In the future, public transit will not continue to increase its penetration of the travel market at the same rate as it has in the past. Transportation programs will need to reflect a greater emphasis on road investment without, however, reversing the overall preference given to public transit improvements.

In summary, the regional interests are in:

1. **The integration of the transportation facilities provided by all levels of government.**
2. **Providing a regional transportation system that supports the desired development pattern.**

11.1 TRANSPORTATION SYSTEM OBJECTIVES

Section 2.1.7 discusses the transportation system in the context of the regional development strategy. Elsewhere in this Plan policies provide for achieving major concentrations of employment at various locations throughout the urban area, principally along the transitway system, and employment targets are established for the urban centres lying beyond the greenbelt. The transportation system detailed in this Plan is predicated on the achievement of this desired distribution of employment. In this regard, the existing and proposed road facilities of this Plan will provide sufficient capacity for the projected levels of travel only to the extent that these employment objectives are achieved.

Specific objectives for road and public transit systems are helpful in evaluating the effectiveness of the Region's transportation system. These objectives act both as guidelines in the design of the facilities individually and collectively, and as yardsticks against which performance can be measured.

An overall objective is that the transportation system provide a high degree of accessibility to centres of activity located throughout Ottawa-Carleton. This system should be developed in a manner which emphasizes safety and convenience.

A basic objective is that public transit attract a share of travel in each major corridor such that all remaining travel can be accommodated on the existing roads and planned improvements indicated in this Plan, at a reasonable level of service.

A further objective is energy conservation. There are opportunities to control the growth in fuel consumption through encouraging public transit use, cycling and walking, and implementing proven measures to change the nature of travel demand, particularly in the periods of peak travel.

Finally, it is desirable to emphasize improvements to the transportation system which afford maximum protection to the environment overall, while giving due regard to the minimization of local environmental disruption produced through changes in operating conditions or the construction of specific facilities.

Council's objectives are:

1. **To provide an integrated transportation system, made up of complementary public transit and road systems, which supports and meets the needs of the desired development pattern.**

2. **To provide a safe, convenient and efficient transportation system which provides a high level of road and public transit accessibility to major centres of activity throughout Ottawa-Carleton.**

3. **To achieve a level of transit share of travel in each major corridor such that all residual travel can be accommodated on the road facilities provided for in this Plan.**

4. **To adopt a level of service standard for the road system during weekday peak periods of travel which will result in a high level of utilization of the road system capacity, but will not involve substantial delays and low travel speed. This condition generally describes an operating level of service "D" as defined by transportation engineers.**

5. **To consider areas of environmental sensitivity in the development and operation of the transportation system.**

6. **To contribute to energy conservation by operating a transportation system which is energy efficient.**

11.2 ROAD POLICIES

11.2.1 The Road Schedules

Regional roads are facilities whose prime function is to carry traffic, of all types, safely and efficiently. Regardless of the name given to them, regional roads are for use by private vehicles, commercial traffic, and public transit services.

The future regional road system is shown on Schedules C1 and D1 and is a combination of existing and proposed routes. Most regional roads eventually will be constructed or reconstructed to four or six lanes.

Appropriate rights-of-way for existing regional roads have been designated on Schedules C2 and D2 and are classified into several width classes which indicate the extent of the required public right-of-way. In certain instances, additional land will be required to achieve the rights-of-way indicated in this Plan.

Some of the proposed regional roads are roads which are currently under the jurisdiction of area municipalities as local roads and which will be assumed under Regional jurisdiction at a later date. Most of the proposed regional roads indicated by this Plan are routes for new construction whose location, right-of-way and other characteristics require further study.

By by-law, Council establishes its "Regional Road Right-of-Way Requirements Policy". This is the authority under which Council acquires appropriate rights-of-way for existing and proposed regional roads for everything except site plan approval. These rights-of-ways are minimum requirements, based on projections of future traffic flows. Where appropriate and feasible, the right-of-way of regional roads should include sufficient space to accommodate noise abatement measures and bicycle paths. Where such features become a requirement to be met on public lands, it may be necessary to increase the width of the right-of-way.

The rights-of-way are protected, whenever possible, by acquiring or reserving the necessary lands at the time of development or redevelopment of adjacent lands through conditions on approvals for subdivisions, severances, condominiums and site plans. In other instances, lands are acquired as a result of the need to upgrade an existing road to an improved standard. The by-law will be updated from time to time as changes in land use and right-of-way requirements are identified through further studies. Detailed road widenings policies for existing regional roads are found in Section 11.2.4.

Schedule C1 indicates the system of existing and proposed regional roads which principally serves the urban areas of Ottawa-Carleton. The total network of road facilities shown on Schedule C1 is judged sufficient to provide for an urban population of approximately 675,000. Schedule D1 indicates the system of existing and proposed regional roads which principally serves the rural area. Because the provincial highways and the federal parkways are not under Council's jurisdiction, they are not included in the regional road system on Schedules C1 and D1. However, these roads are indicated on the base map to each schedule for information purposes.

In summary:

1. **Existing and proposed regional roads to serve the urban area are designated on Schedule C1.**

2. **Existing and proposed regional roads to serve the rural area are designated on Schedule D1.**

3. **Regional roads designated on Schedules C1 and D1 shall be designed, built and operated to carry traffic of all types.**

4. **Council shall pass a by-law to specify the right-of-way for each regional road, such by-law being subject to amendment from time to time.**

5. **At the time of construction or reconstruction of regional roads, Council shall consider the impact of noise of future traffic , and shall consider appropriate mitigation measures, where feasible, on a site-specific basis.**

11.2.2 Road Priorities

Improvements to the regional road system will be made progressively based on the need for the improvements and the availability of funds. Improvements to the regional road system include, among other things, signage, road widening, road construction, intersection improvements, and transportation system management measures such as computerized traffic signal control, bus priority measures.

The need for improvements to the regional road system will be determined through monitoring studies and the preparation of regional road system status reports. Council will determine the priority of each improvement to the regional road system in its five-year capital budget forecast, which is revised annually.

In summary:

6. **The priority for improvement to the regional road system shall be determined periodically in the context of monitoring reports, system status reports, and studies on growth, traffic patterns, and other indicators of need.**

11.2.3 Conceptual Road Link

Development beyond the time frame of this Plan may generate the need for construction of an important east-west regional road connecting Highways 416 and 417 south of the greenbelt. This facility would cross the Rideau River in the vicinity of the south urban centre. Studies will be carried out in conjunction with the planning for the south urban centre to determine the location and type of facility required.

In summary:

7. **The Outer Provincial Highway By-Pass is designated on Schedule D1 as a Conceptual Road linking Highways 416 and 417. Its specific location will be determined at the time the major land uses are established for the south urban centre, through amendment to this Plan.**

11.2.4 Road Widening Policy

Under Section 40 of the *Planning Act, 1983* Council may only require land owners to provide land, at no expense to the Region, for widenings of existing roads obtained through site plan control if the "highway to be widened" and the "extent of the proposed widening" is shown in this Plan. Lands acquired for road widenings by other means, such as through subdivision agreements and land severances, are not affected by this provision of the *Planning Act, 1983* and continue to be taken under the authority of the "Right-of-Way Requirements Policy" by- law.

Schedules C2 and D2 indicate the proposed widths of rights-of-way for existing regional roads. Land within the proposed right-of-way may be required to be conveyed at no expense to the Region when site plan approval is requested. In addition to this requirement to specify right-of-way dimensions, the *Planning Act, 1983* requires official plans to contain policies which specify under what conditions widenings will be taken and how such factors as unequal widenings, sight triangles and requirements for additional right-of-way, (e.g. for turning lanes) will be dealt with.

In summary:

8. **Where area municipalities have enacted site plan control by-laws, Council may require land owners to provide land, to the Region, for regional road widenings as a condition of site plan approval under Section 40 of the *Planning Act, 1983*, based on the following principles:**

    a) **land will be conveyed at no expense to the Region for regional road widenings as a result of**

        i) **new development,**

        ii) **changes in use which generate significant traffic volumes,**

        iii) **additions which substantially increase the size or usability of buildings or structures.**

    Land may be reserved for future purchase by the Region as a result of additions which do not substantially increase the size or usability of buildings or structures.

    b) **The proposed widths of rights-of-way for regional roads are designated on Schedules C2 and D2. Schedule C2 is Council's Rights-Of-Way Protection Policy for existing urban roads and Schedule D2 is Council's Rights-Of-Way Protection Policy for existing rural roads under Regional jurisdiction.**

c) Except for policies d) and e), land for widenings will be taken equally from both sides of a regional road, measured from the centreline in existence at the time of site plan application. The centreline is a line running down the middle of a road surface, equidistant from both edges of the pavement. In determining the centre line, paved shoulders, bus lay-bys, auxiliary lanes, turning lanes and other special circumstances are not included in the road surface.

d) Unequal widenings may be required where topographic features, federal land ownership or other unique conditions necessitate taking a greater widening or the total widening on one side of the existing regional road right-of-way. These situations are indicated on Schedules C2 and D2.

e) For the central core, which is shown as an insert map on Schedule C2, a table is provided on Schedule C2 to show the amount of land required from the sides of the existing rights-of-way for regional roads.

f) Some regional roads shown on Schedule C2 are subject to a "Widening/Easement Policy". Under this policy, the proposed width of the right-of-way is 20 metres. In addition a surface easement, primarily for the use of pedestrians, is required along the full length of property frontages. The easement will have a height of 4.0 metres measured from a point 0.3 of a metre below the sidewalk. The width of this easement measured from the proposed right-of-way varies according to the design of the buildings. Where a building cantilevers over the easement, a width of 1.5 metres is required. Where the part of a building built over the easement is supported by columns, the width required is 2.5 metres plus the width of the columns. Where a cantilevered building and a column supported building are located adjacent to each other, there must be a clear passage for pedestrians of 1.5 metres in the easement where the buildings meet.

g) Additional land for widenings to provide corner triangles at intersections, may also be required. In the rural area (Schedule D2) the maximum length of the side of a corner triangle bordering on a regional road or on a local road intersecting with a regional road shall be 10 metres. In the urban area (Schedule C2) the maximum length shall be 4.5 metres, except for the central core which is shown on an insert map on Schedule C2, where maximum length shall be 3 metres. In a few instances, the rural requirements for sight triangles (i.e. 10 metres) will be applied to roads shown on Schedule C2. These exceptions are indicated on Schedule C2.

h) Additional land may also be required where there is an existing at grade crossing of a regional road and a railway line. This land will be in the shape of a triangle, at each corner of the crossing. The maximum length of the triangle along the regional road will be 170 metres, and the maximum width of the triangle measured from the regional road will be 15 metres. This land may be used to construct a grade separated crossing at some time in the future.

i) Where site plan approval is requested for regional shopping centres, community shopping centres, offices, community facilities, and high density residential uses, an additional amount of land with a width of 4 metres along all property frontages of regional roads may be required for auxiliary turning lanes.

j) Land conveyed to the Region or reserved for future purchase by the Region for road widening purposes may, upon application, be used in the interim for approved landscaping and other approved temporary uses upon the execution of an agreement between the Region and the applicant.

9. When approving or considering local official plans or amendments to them, Council shall ensure that the regional roads' rights-of-way protection policies of this Plan are recognized and that the plans contain policies which ensure that:

a) Where area municipalities require site plan approval applications for properties abutting regional roads involving new development as defined in Section 40(1) of the *Planning Act, 1983*, change in use or an addition to a building or structure where the addition equals or exceeds 10 square metres, these applications are circulated to the Region in accordance with the provisions of the *Planning Act, 1983*.

b) Prior to the registration of a site plan agreement for applications circulated to the Region under 9a, the applicant has entered into an agreement with the Region providing for the conveyance or reservation required for regional road widenings and other matters prescribed by the *Planning Act, 1983*.

11.3 OTTAWA RIVER BRIDGES

Improvements to the regional road system serving the existing Ottawa River bridge crossings will be required to support an increase in traffic between Ottawa-Carleton and the Outaouais Region during the period of this Plan. These improvements are shown on Schedule C1. Depending on the actual growth in traffic, new bridges across the Ottawa River may not be required during the period of this Plan, however, the Region is participating in a multi-agency study of this issue under the direction of the National Capital Commission. In the interim, the approaches to potential future bridge locations will be protected.

In summary:

10. **Council shall participate with other levels of government in a study to determine the need for and location of additional road crossings of the Ottawa River. Pending the outcome of this study, Council shall protect the approaches to potential future bridge locations, and requests the federal government to do likewise.**

11.4 TRANSIT POLICIES

11.4.1 Measures to Enhance Public Transit Use

The transportation objectives of this Plan include the continuation of Council's support for the expansion and improvement of public transit service to meet the needs of a growing regional population. A number of measures are considered to be important in achieving these objectives.

First, where it is justified by a high frequency bus service combined with traffic conditions which impede the efficient operation of the bus service, transit vehicles will be given preferential treatment on regional roads.

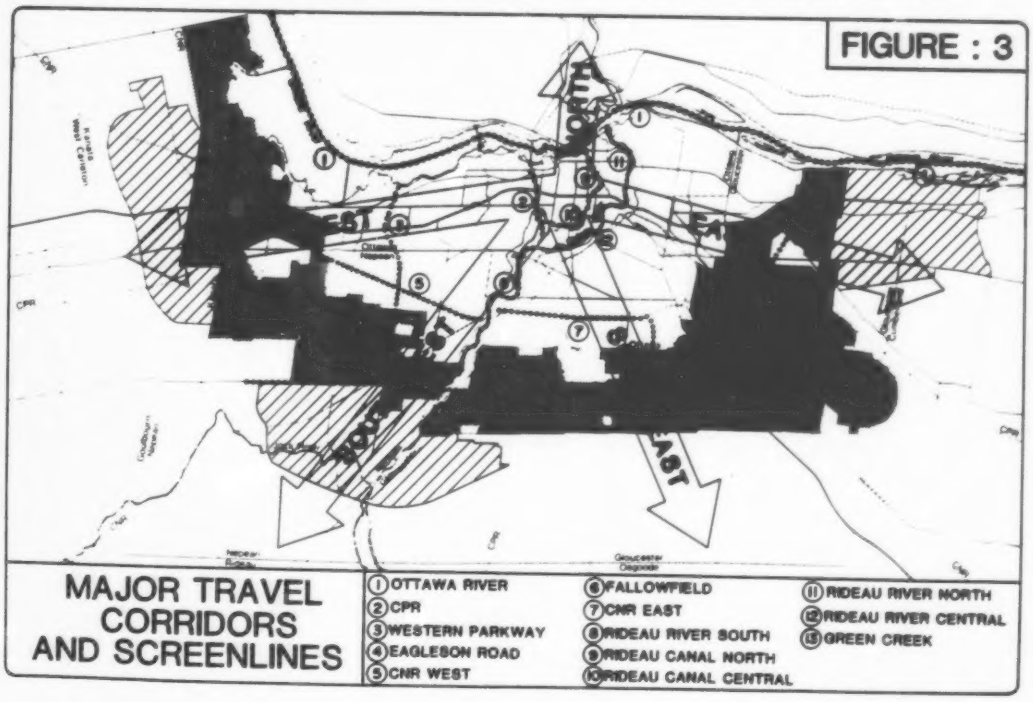
Second, to ensure that a high level of public transit ridership is achieved in the urban centres, the transitway system will be extended beyond the greenbelt. Planning and development will be fostered by undertaking early development of the transitway stations in the three urban centres.

Third, a high level of public transit service will be available at Primary Employment Centres, which are located at transitway stations. These centres will be no more than 40 minutes travel time by public transit from most parts of the urban area.

And fourth, in the case of local official plans and plans of subdivision in areas not substantially built up, steps will be taken to protect and enhance the role of public transit services. This will involve: laying out collector road systems which minimize the circuity of transit services and provide direct linkages between adjacent developments, locating higher density developments close to existing or proposed transit routes, and ensuring that virtually all new buildings are located within a 400 metre walking distance from an existing or proposed transit stop.

In addition to the convenience afforded to area residents by public transit, and the support transit provides in meeting employment objectives, success in achieving a high level of ridership is essential to reducing the demand for new and expanded roadways. The overall objective is to maintain non-transit travel in the peak periods at a level which can be handled by the capacity of the regional road system established in this Plan (both existing and new facilities). To assist in the ongoing evaluation of transit and its success in achieving ridership, Council has established peak hour transit share guidelines at points (called screenlines) along each major corridor of travel. Council will use these guidelines to establish priorities amongst various road and transit projects in each travel corridor.

FIGURE : 3



MAJOR TRAVEL CORRIDORS AND SCREENLINES

In summary:

11. **Council shall continue to support public transit with programs to increase the use of public transit.**

12. **Council adopts the following guidelines as a desirable peak hour transit share for each screenline in each major travel corridor:**

Corridor	Screenline*	Peak Hour Transit Share %
North	Ottawa River	30
West	CPR	45
	Western Parkway	40
	Eagleson Road	35
Southwest	CNR West	30
	Fallowfield	30
Southeast	CNR East	30
	Rideau River South	20
	Leitrim Road	25
East	Rideau Canal North	70
	Rideau Canal Central	30
	Rideau River North	25
	Rideau River Central	45
	Green Creek	40

*Screenlines are imaginary lines cutting across major travel corridors at points where travel is most easily measured. The locations of these screenlines are indicated on Figure 3.

13. **Council shall consider the transit share guidelines of policy 12 in setting priorities among road and transit projects in each corridor of travel.**

14. **Council shall provide, where appropriate and feasible, preferential treatment for transit vehicles on regional roads.**

15. **Council shall implement the system of transitways in accordance with the policies of Section 11.4.2.**

16. **Council shall ensure that local official plans, plans of subdivision and and plans of condominium within the Urban Area designated on Schedule A support the provision of an attractive and cost-effective public transit service. Such considerations shall include, but not be limited to:**

    a) **a layout for collector road systems which permits the linking of several adjacent developments with direct transit routings,**

    b) **a sidewalk on each street designed to carry transit,**

    c) **an arrangement of development and streets whereby virtually all potential building sites are within 400 metres walking distance of a transit stop and average walking distances to transit stops are minimized by:**

        i) **locating higher density development closer to existing or proposed transit stops than lower density development,**

        ii) **providing paved pedestrian paths to reduce walking distances where the road system does not achieve the standard of 400 metres.**

11.4.2 Transitway System

An important feature of this Plan is its system of transitways (i.e. facilities for the exclusive use of public transit vehicles).

At the time this Plan was prepared (1987), the provincial government had committed funding support for a 31 kilometre transitway system from Baseline Station in the southwest, to Blair Road in the east and Hunt Club Road in the southeast. Through the central area the transitway is intended to operate on the surface street system aided by various transit priority measures, until such time as the need and feasibility of a fully grade separated transitway has been determined.

In addition to completing the 31 kilometre system it will be important to extend the transitways beyond the greenbelt to serve the three urban centres, including early development of the transitway stations in these centres.

The extensions of transitway service to the urban centres outside the greenbelt are important for two reasons. The first is to support the economic and social development of the urban centres. The accessibility provided by direct transitway service will not only provide a high level of accessibility to other parts of Ottawa-Carleton but will also encourage the concentration of employment opportunities in the town centres.

The second reason is that the transitway extensions will help ensure that the transit share guidelines for each corridor can be met. As a consequence, loadings on the roads in the corridors leading to and from the urban centres will be lessened. This will delay or obviate the need for new road capacity which, in certain instances will be difficult, if not impossible, to provide from an engineering and environmental standpoint.

The specific timing of construction of the individual extensions will depend on the actual growth which materializes in each urban centre, funding availability and actions taken by area municipalities to ensure that their plans for related urban developments support transit ridership.

These extensions and the emphasis on serving job concentrations at designated stations and in the central area will result in increased accessibility and convenience for more people.

In summary:

17. **The transitway system that Council proposes to develop is shown on Schedule E.**

18. **Council shall determine the need for and feasibility of a fully grade separated transitway through the central area.**

19. **Council shall complete as a first priority the transitway system approximately to the inner limit of the greenbelt to the west, southwest, southeast, and east, and the transitway stations in the town centres of the urban centres outside the greenbelt.**

20. **Council shall extend, as a second priority, the transitway system to the Orleans and Kanata town centres, and, as a third priority, to the south urban centre. The timing of each extension will be subject to the availability of provincial funds, the relative need in each corridor, and support from the area municipalities in the form of initiatives to secure a proper form of development in the town centres supportive of the use of transit .**

21. **Council shall promote high levels of transit use by encouraging, at existing and proposed transitway stations:**

    a) **an arrangement of development and streets which facilitates easy access to the station;**

    b) **an arrangement of development whereby higher density development is located closer to the transit station than is lower density development; and**

    c) **the provision of direct pedestrian access to the station and between complementary uses.**

22. **At the time of construction of the transitway, Council shall consider the impact of noise of future traffic and shall consider appropriate mitigation measures, where feasible, on a site-specific basis.**

11.4.3 Transitway Conceptual Links

Looking beyond the period of this Plan, it may prove necessary to construct additional transitway links in the future to provide more direct service for certain trips, to bypass the central area, and to provide an improved service across the Ottawa River. The possibilities are: an east/west link between the southwest and southeast transitways, an extension of the southeast transitway beyond Hunt Club Road to serve the airport and urban growth in south Gloucester, a link from the west transitway in Lebreton Flats to the southeast transitway in the vicinity of Confederation Heights, and a connection across the Ottawa River. It may be necessary during the period of this Plan to carry out location studies to define transitway corridors that require protection until the need and staging of these additional links has been more firmly established.

In summary:

23. **Council shall, if necessary, consider the most appropriate corridor for a transitway link between the southwest and southeast transitways, a southerly extension of the southeast transitway, a link between the west transitway in Lebreton Flats and the southeast transitway in the vicinity of Confederation Heights, and a connection across the Ottawa River and shall undertake to protect those corridors for future transitway development until such time as the need and timing of construction is established through further study.**

11.4.4 Parking and Drop-off Facilities at Transit Stations

Because increasing the proportion of trips on transit is so important, Council may provide parking facilities and drop-off areas at selected transitway stations.

24 Council may provide facilities, such as parking lots and drop-off areas, to encourage the use of the transit system, where required.

11.5 CYCLING AND PEDESTRIAN POLICY

Council recognises the importance of cycling which is undertaken by many residents. Bicycles are a form of transportation used for commuting and recreation. Where feasible, it is Council's intention that regional roads be modified to provide safer travel for bicycles. However, for safety reasons, bicycles should not be permitted to use designated bus lanes on regional roads.

The public hearing required by the *Municipal Act* for all new road construction projects affords the opportunity for the public to provide input into the design process and to recommend changes that better meet the needs of the different road users.

Council supports the completion of a system of major bicycle corridors throughout the urban area, including extensions of this system to the urban centres lying beyond the greenbelt.

Council also recognizes the need to ensure that pedestrians can move about conveniently and safely.

In summary:

25. Council recognizes bicycles as a form of transportation for commuting and recreation on existing and proposed regional roads and transitway corridors and utility corridors where appropriate. Where feasible, regional roads shall be adapted to provide safer travel for bicycles. Council will not support the use of bicycles in bus lanes on regional roads.

26. A system of Major Bicycle Corridors is designated on Schedule F. Council shall protect and enhance the continuity of this system by placing conditions on the approval of plans of subdivisions, plans of condominium and land severances in the designated corridors.

27. Council recognizes the importance of providing for pedestrian safety and convenience.

11.6 TRANSPORTATION TERMINALS POLICY

Terminals serving intercity travel are an integral part of the total transportation network. Although planning for these terminals is not under Regional jurisdiction, the special accessibility and transfer needs of bus, rail and air passengers will be taken into account in the improvement and new construction of road and public transit facilities which are Regional responsibilities. The preferred new location, if there were any relocation of the bus terminal, is at a station on the proposed transitway system. Extending the southeast transitway to serve the Ottawa International Airport will also be considered when passenger volumes in this corridor warrant.

In summary:

28. Council shall consider the special accessibility and transfer needs of bus, rail and air passengers during the improvement of the regional road and public transit systems. A station on the transitway system is the preferred location for the bus terminal in the event of its relocation. Council shall also consider extending the southeast transitway to serve the Ottawa International Airport as conditions warrant.